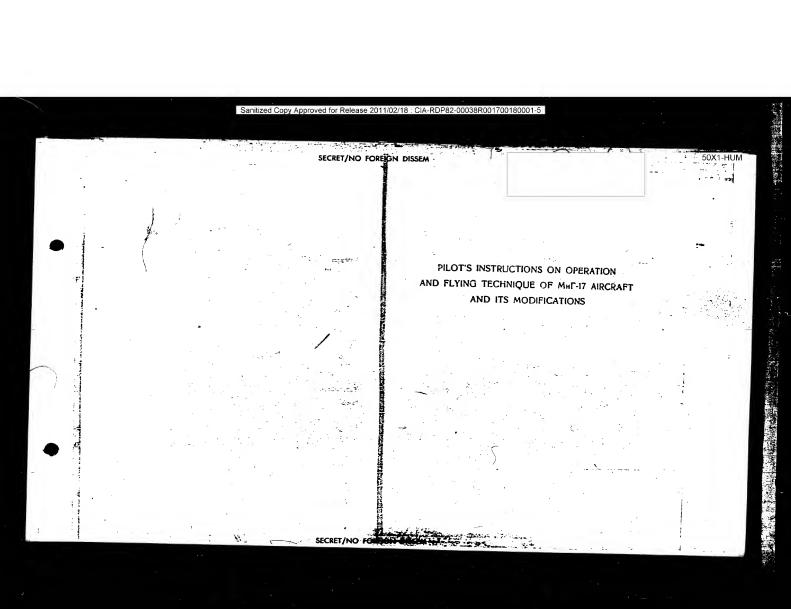
SECRET
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PILOT'S INSTRUCTIONS ON OPERATION AND FLYING TECHNIQUE OF MIG-17 AIRCRAFT AND ITS MODIFICATIONS

Sanitized Copy Approved for Release 2011/02/18 : CIA-RDP82-00038R001700180001-5

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PREPACE

The testical fighter fmf-17 and its modifications fmi-17; (h, s2), equipped with angine N-14 (ar H-16), are need for their high performance, powerful arrayment and special equipment, which allow these to carry out their context startons at all attitudes, up to the sections of lings, in standard and advarse weather condition in the caption and is might.

The greenest instructions are next as a pilot's guide on the operation and piloting techniques of the fmi-17 aircraft and its modifications.

I. PREPARATION FOR PLIGHT

L. Mefore the flight, the pilot should receive a report from the ground engineer on the rectinese of the aircraft for the flight sizeion and on the encent and grade of fuel (\$-1, 20-1 or \$-2) filled into the fuel tacks.

DESPECTION OF AURCRAPT

Erzsins the sireraft visually, acting with due care to are firing of sireraft sums. While doing as, check to see that:
 so dents or say other damage is observed on the finalings tail matter.

(a) no dents or may other camego as the control of the deflection of the nose and unit landing gear wheal tyres in normals (b) the deflection of the nose and unit landing gear wheal tyres in normals (c) the covare are removed from the puns and the pittot-static rube and no pit is detected in the attendant brocket of the extension tube; (d) the trin take of the elevator sid allarus are in the neutral position; (e) the organic glass parels of the cockpit camego have no cracks and are then.

22. J. If drop fuel tanks are svallable, check took for proper ettachment and thomas, and see if the tank synchronized automatic jettimos selector entitle and under the left cantilever of the aircraft wing, is in the CI (ZMINS) post-

4. Fith air bonds suspended from the stronger, check whether;

(a) the calibur and type of dir bonds comply with the bonding missions;

(b) the funes which the bonds are equipped with are adequate;

(c) the funes which the posely suspends and attended to the bond route, and

bond forces are properly locked;

(4) the task grackennised automatic jettians selector switch is set in the CFF

BEG) position.

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DESPROPTION OF COCKETTS

- 5. Examine the excipit using a special least the locker installed at the pore of two starts couple. Talle doing so, obect we see that:

 (a) so foreign educates fround inside the excipits;

 (b) so water (ice) or foreign objects are present on the society flows under

- (b) a) where (less) or foreign sujects are present on

 (b) also must because is properly straightened; the harmone straps should be
 engaged eith the books as the society suble;

 (i) the fire scatted push-betton of gas E-J7 sounted on the aircraft control
 rich as the straight push-betton of gas E-J7 sounted on the aircraft control
 rich as located on the books are sub-betton servers or every distinguards;

 (a) the safety red cap is first on the air book energony release purh-betton
 (which is located on the book immants | shelltin source) present purh-betton

 (if) the energy partitude levers (also used as the ejection seat firing mechanism)

 rejuly first to the seat or result;

 (if) the ground locks are installed into the spection seat firing mechanism ,
 head;

- (a) the ground locks are installed into the ejection seat firing meansnim valued;
 (1) the firsthle cord artery pile, connected with the cliding hood, is fitted into the firing mechanism head solven;
 (j) the cancey jettions locks are securely fixed and the parts of the guiding bean locks, and the cancey rollars are five of dirt, ice crust or damages;
 (k) the safety harness that the mechanism pell ored is connected with the cord of the right-hand seat bulk and the mechanism pell ored is connected with the cord of the safety harness locks;
 (j) the firsthle pis of the Al-3 time release mechanism is locked and the firsthle pis of the Al-3 time release mechanism is locked and the firsthle pis of the Al-3 time releases mechanism is locked and the firsthle pis of the Al-3 time releases mechanism is locked and the firsthle pis of the Al-3 time releases.
 (a) the control is fertioned to the directif board;
 (b) the control lock is released.
 (c) the control lock is released.
 (d) the control the section of the sect headrent, the air safety lock is recarded from the firing sectacions had die active the cancey ring, and the active lock is fitted into its sect.

PREPARATION OF APRIL-0 SUIT DEL-I

- 7. The anti-S wit arres as a seam for increasing the pilot's remietance to estaldarchie G-loads, but in aspiritue and tire, artising during the flight.

 8. Each fighter pilot shrells properly celest the size of the BIF-I anti-S with and fit it to sait his height (the sizes of the saits of the BIF-I anti-S with filler's height are given in the Operating Instructions on Inti-S Suit MIF-I). Departing on the season, the anti-S with any be fitted both shows the abirt, trousers mirrors-top high boots over the Flying suit, and incide the fur or wide-Top high beets.
- bests. The ties required for fitting the suit must be about 5 to 8 minutes, and that becausery for purting on the fitted suit is 1 to 2 minutes. So yith fitting or puring on the suit before the filight, short to see that the six biseless tightly that the plot's address, the suit lacing is theroughly brited into the suit and the sippers on the truster large face inside. The anti-d said should allow free accessor on the ground and must not resprint the pilot's

antions inside the courpit when pereting the eircraft fittings and shee biloting

PREPARATION OF PARACHITE

- to, before putting on the personnes, the pilot examines it and checker (a) the full-5 personnes release control unit for proper operation time adjusts the most (the safe altitude adjustment must ensure personne appearing at an altitude of anisams 1000 a above the overflow terration;

 (b) the flavible pin of the parabette release control unit for proper locating the minute of far aroman canchiase;

- (b) the flexible pin of the parachite release control unit for proper locating and the ripcord for proper packing;

 (c) the parachite release control unit flexible has for a sound cocdition and secure commention to the floxible hole of the parachite;

 (d) the parachite release control unit flexible hose for proper commention to the bearing strip of the parachite release control unit flexible hose for proper commention to the bearing strip of the parachite release control unit cond to the parachite release to the parachite of the parachite release control unit ord to the parachite rippers and proper tocking of the rippord pin.

 Close the parachite peak file, and put on the parachite,

 it. It is allowed to the year first parachite on its set pan before the file. In the letter case, the pilot or ground sonders extentes the parachite release control unit rippord to the seat arm rest, before tailing sets in the compit, and finates the rip chain of the parachite songer apparatus to the ring on the left-hand comments the house of the parachite and sinterart opparatus.

 Earing taken his sest in the compit, the gilot chould only not an and truths the parachite harmone. While only so, he should make certain that the clothing and applicant item will not shift the campy decition level. In filight.

CERCKING OF AIRCRAPT EQUIPMENT AND PITTINGS APTER ENTERING COCKPIT

- CERCING OF AIRCRAFT EQUINOMY AND FITTINE SPINE EXHIBITS OCCEPT

 12. Nake were the sixtraft battery and all circuits breakers both on the right and lark panels are cat of off; pay special extention to the circuit breakers of aircraft when the sixtraft battery and adject the pecale according to the length of the legs.

 13. Pince the tose on the pecale union the extract and adject the pecale according to the length of the legs.

 14. Check height adjustment of the affection cost (the eyes abound be on a level with the sight reflector).

 15. Check the fastnaing of the parachute release control unit flexible pin ripord to the left are rest of the ejection cost.

 16. Release the shoulder harmone, lifting the harmone locking lever all the very up. After chifting the absolute harmons to the reservoit portion, lock these by lovering the locking lever all the way down.

 17. Lock the cost belt and aboulder harmons, lean tightly against the bock of the ejection seet and tighten up; first, the seat belt and, then, the eboulder harmons. Check to see that the aboulder harmons are looked as the strength of the special cops are properly aligned in the lock.

 18. Give a instant on the ground anginear to recove the ground enfort lock parallel brails.

 Check the text of the second to the ground and from the except jettless right-side brails.
- from the ejection with the ground enfety lock pins are record.

 Check if the ground enfety lock pins are record.

 19. Check operation of the aboulder becames locking exchanges, for which purposes (a) lift the shoulder becames locking became to the upperment positions

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(b) leading the body forward, there are tension of the shoulder barness

errors: (c) from tightly scainer the back of the ejection meet, lower the aboulter homoses locating lever all the ear dism and, tilting the body, oberl if the larmose

homes become lever at the eary dome and, tilting the body, obert if the harvest homes become lever at the elicitat bred is preparly closed and can be sastly opened. 26. Near the aircraft engine coateal lever for swooth traval; 27. Deat the aircraft engine coateal lever for swooth traval; 27. Deat the aircraft engine coateal lever for swooth traval; 28. Deat the aircraft engine coateal lever for the aircraft engine coateal lever for the aircraft engine (2) in the lathing gene entryme bottle - minimum 100 Mafaquems (2) in the lathing gene entryme bottle - minimum 100 Mafaquems (2). Deat the braiding system for minimum ton bafaquems (2). Once the braiding system for minimum ton bafaquems country lever in the first entryme present first home and the preliate in the neutral position, there need to no hissing of excepting at and the pressure group should read of the preliate art and the operator of the braiding crylic (as the and of traval of the braid free-size drupt to cross the first preparation of the braid group of the traval of the braiding crylic (as the and of traval of the braiding crylic (as the and of traval of the braid free-size proper engagement) check the minimum state braiding crylic (as the size of the braiding crylic case the control of the braid that control is the size of proper engagement and the control are the control of the size of the control of the size of the base.

Cartion. Do not check the condition of the pressurizing hose with the campy open, to swild the bread of the hose.

76. Check if the control knob of cockpit pressure controller PA-288 is proper

2) accred.
3). Check the charging of alrereft battery under load, for which purpose out in the battery and the ratio set airmust breader and press the voltamenter push-form (the battery voltage about he minuse to ?). After sheeking, out off the ratio set.

26. Give a noment AT IN 1982 SUFFII and, on receiving the ground entineer's but report FORD SUFFIX C3, check by the voltaments scale if enternal power anyth is proprially commented (the voltage should be stainen 20 7).

27. Only in the grow bordsom circuit breater and the ETM, renote-residing grow but compass to prepare then for operation. The grownist compass to prepare then for operation of the provided of the ETM-I grow but converted anything anyted operation of the grow bordsom three singletes after years stylly has been our in. The neartheast lifty or the ETM transfer residing growerpoints occupies to restored one minute after cutting in the ultimate beautiful.

3110. To exertise for the statute of the contract of the transfer in the contract.

Action to provide one the similar disar duting in the current to serve the similar disarrant to bring the IPP provide one the similar disarrant to be served to the IPP provide one that the provide the serve duting the serve dut

30. Out in the circuit breaker of the tria tabe and check operation of that:
shorters actuators. If the elevator tria tab switch is present forward, the tria
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tab must deflect upward and if the switch is present them, the wrise tab about

deflect dominant.
The pressing the alteron trin tab selector switch to the left, the trin to should deflect downwards, and whos pressing it to the right, its trin tab about

ect upwerces. Set the tris tabe poursel (the elevator tris teb is setuby the white signal

lamph.

34. Check the lamning some warning system for proper functioning.

34. Check the lamning system operating properly, three graen warding lagits smooth
flack up and the landing form struct position indicators on the wine and fusilogs
about he in the extended position. To check the conditions of the landing star ID
position warning lights, press the check button; as a result, the rad warning lights.

should flash up.

32. Out in the instrument circuit breaker. Thile foing so, the pointers of
the fuel and oil pressure gauges enough be set at zero, the oil themseries pointer
abould read the inlet oil temperature, and the fuel level gauge pointer abould consquant scale division 1050 litree.

33. Check the resummes of the clock and wind it, if toccasary,
34. Set the eliment pointer at same.

Gautier, Barons the state.

Gustion. Before the flight, cleak the condition of the burnater's salidater, comparing the value of the burnate protume strained from the personnlogical station with the presume real by the all actor set of sandard stations.

35. Oher the quantion of the gyrosagnetic compact, for which purpose, present the punk-button silve the systems of the NYZ reconstructing gyrosagnetic compact. The compact states pushed the silve of the alternational states and pinion shifted to the left or to the right, the compact pointer should follow the turning scale.

36. Oher the condition of the gyro borison (for this of the instrument gyrosagnethes, our ciff the instrument.

RADIO EQUIPMENT OFFICE OFFICE

RADIO MANIFORM COMMITTED GREEK

77. To check the operation of the ratio set, proceed as follows:

(a) comment the detachable plus scate of the telephone cond;
(b) set the selector which agethe radio set coursel yand in the MADRATCS

(EPREM) posterion;
(c) with or Calmoves and, then, cut in the telephone manifold the probability of presents the probabilities settlengh better and sail the great ratio stations (f) using the volume regulator on the control probability of the probability

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AFRICAPT TRANSHINDER COLCE .

3). To check the operation of the aircraft transponder priced as follows (s) cut in the UF-5 estimate rails coapes and aircraft transponder circuit breaks, and the twin writch on the aircraft transponder control deek, so a result, the green simal leap and, then (eve seconds latur), the yellow signal leap started on the returned deek should light up; (b) as the required code on the siteraft transponder control deek; (c) cut off the aircraft transponder.

AFK AUTOMATIC RADIO COMPASS CHECK AND TURING

39. Theck the operation of the AFK automatic radio compass in the following

AT ATTENTION CALL CHARACTER TO THE THE STATES OF THE STATE

PR-2 PADIO ALCHESTER CUERATION CHECK

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Ph-2 PADIO ACCIDENTS CTEATED CENC.

a), to check the operation of the Ph-2 radio altimator, proceed as follows:

(a) cut in the Ph-2 - EAGER (Ph-2 - MATTED) circuit breaker;

(b) cut in, the radio altituter by turning the instrument handle, learning the inaccription (by, in the clockwise Circuit) as the proceeding of the process of th

AURCRAPT CHECK REPORE FOR PURIFIC AND BORRING RESTORS

ALTOUT THESE REVOLE OF THESE OF THESE BUT MENTIONS

41. Species a report from the armans as exhault on the restiness of the aircraft
usent and casers cun for firing. This report abould include the following datas

(a) the game which are prepared for firing;

(b) the maker of abolis loaded per sech can;

(c) the colours of shells (in case of practice firing);

(d) the maker of chargings required;

(c) the types of Bonke supposed and their fures, and the value of time delay

(1) the types of boars suspected and their fines, and the value of thes delay set.

42. Check if the sight reflector is clean.

43. But in the SIGHT HEATOR (CONTEX DYLEMA), SIGHT (HFREM), RADIO-REMONE (PLLMS) circuit breakers and check:

(a) the sight retails lighting for smooth change;

(b) operation of redio-range finder by changing the range setting from 180 to 50 e, with time sease line being equal to 15 m, and the base setting from 180 to 50 e, with time sease line being equal to 15 m, and the base setting from 180 to 50 e, with time sease line being equal to 15 m, and the base setting from 180 to 50 e, with the season of the setting from 180 to 50 e, with the season of the setting from 180 to 50 e, with the season of the setting from 180 to 50 e, with the season of the setting from 180 to 50 e, with the season of the setting from 180 to 50 e, with the season of the setting from 180 to 50 e, with the setting the setting for all the season of the setting for all the season of the setting for the season of the setting for the season of the setting for the season of the season of the setting for the season of the sea

cockpit.

55. Dock the eight gyroscope by setting the switch hapdle in the FILED (EEGL.)

position.

A6. Clack the bomb armanent warning systre, for which purpose put the ARCO-SATE (RCPAS - BURGET) change-over switch in the ARCO position, for in the sir bomb factical and energetcy release circuit breakers and checks (s) whether the two upper white warning large are lit up, indireting that sir bombs are suspended from the tomb racks;

(b) if the lower red warning larp burns, indicating that air bombs will be released as ARCO.

released or LECED.

47. After checking the both amesent warning system, out off the six both tantical and swergency release circuit breakers. Out off the sight circuit breakers
is the reward order, i.e. first, out off the RITED RECENTIONAL FROM circuit breakers
and, then, the SIGST and SIGNE EMISTO sciencit breakers.

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the heire extering the attract; check it is an arrived exists of parameter exists a planeties of the horse for interior divided; (c) parameter to planeties of the horse for interior divided; (d) anyme presents to the bottles of the parameter dayless apparatus. The it, any presents intrinsic annual reset for horse, carried in the state in the remarkant over is interest; (d) if the classification of is located, (d) the classification of the parameter dayless apparatus for proper points, and contract of the parameter dayless and correct fitting into the safety ring.

On the extering the country, correct the pull chain to the ring on the left—bot parameter arranged experience, and the parameter of the parameters of the paramet

Sign the bose being sharen, cayen should not lesk from the parachute cayens appreciate.

St. Chris the condition of the cargen apparatus, cayen gark, hose, cayen-flow indicate, and pensaure garges sake more they are free of extender Canage.

St. Chris the condition of the cargen apparatus, cayen gark, hose, cayen-flow indicate, and pensaure garges sake more they are free of extender Canage.

St. Chris the condition is cargen that to the fees and check the resh-to-face requires, for which purpose clary the consequence of the expected hose and take a breath. If heresthing proved the condition of the cargen first to expect and to a condition of the cargen flow presents, for which purpose the cargen are to the cargen that are cargen appared to the cargen that the cargen the arrightment of the cargen that the care in the care, the low free that are carged as well the a sufficient.

So, then the arrightment of cargen weights to sufficient.

So, then the arrightment of care the care, but the pressure gauge realized, that the amount of cargen weights in a sufficient.

So, then the arrightment of cargen are sufficient.

So, then the arrightment of cargen are sufficient to the care for the care of the care for the care of t

facility fills carried the owner searanty supply system, do not hear the first of oxygen by bending over the compressing the corrupted hose of the correct man.

REGIN CEST PEGES RICH LINCOR

St. frier to might clights, check the might lighting squipment, for enich pur-

(a) takes the suite less rescent, ret the required light brightness;
(b) set the landing goar warring lights bland in a position for a night flight;
(c) not in the nowigation tights of next, therefore and sale sure the navigation
(d) using the directolet light obserted, light up the ultraviolet lamps and

~ u -

after checking the large for proper condition, close the light filters and set the large experimately in the operating position;

(e) set the be adily to circuit breaker and set th in the EFFEDD (ENDING)) pesition, are sume the headily his in a sound condition and the light beas to properly directed, set the headily resich in the HTMATHD (FFED) position and cut off the headilght is resuch and adjust the brightness of the sight review to the required wains;

(g) open the blinds on all swaring large, make sure they are in a sound condition and then, close the blinds to obtain the Sciented light brightness;

(h) adjust the illustration of the instrument scales on the ratio compass control panel by rotating the ILLUSTRATION (SCANETY) headily;

(1) check the condition and correctness of blind installation above the instrument panel for eliminating patches of light and reflection of instruments on the

(j) direct the part ultraviolet light on the flight instruments, and the star-board light - on the engine control instruments.

TOWNS OF AURCRAFT

55. The electraft may be towed by a truck et e speed of 10 to 15 mo/m on a correct taxing striy and runway, and 5 to 6 mo/m, on an unpered runway. During the towing the pilot (or the ground engower) about remain in the cookpit and keep his hand on the brake lewer to brake the stress, if recessary, 60. Aircraft towing et might should be performed with the navigation lights

ENGINE GROUND STANTING

THOUSE SECOND STRETTED.

61. The engine is started either from an external power source or from an airoraft power supply.

62. Defore starting the engine, check to see that:
(a) the fire-fighting secan are present oearby the aircraft;
(b) the whose chokes are placed under the aircraft whose;
(c) the stream to thirtary and generator are cut in;
(d) the external power supply is cut in (whose starting is performed from extertal power supply);
(e) the eight control handle as set in the FIEED position;
(f) the etopocok is closed (the stopcock letter is set in the UP (35071) position;

(a) the chopcock is closed (the stopcock leve is set in the UP (BEPI) position

(b) the CHOUND - AIR (SOLER - BOLDY) switch is set in the CHOUND position

(i.e. switched orf),

6) to at in the circuit breaker of the AIM proportions and the ADM removereading cyrceapestic compass and give the contact BERTH PRIOS, and on rectiving
the production of the apport PRIOS REMOVED, prepare the equipment for starting
the production to this end;
(a) cut in the power plant control instrument circuit breaker AUM PRIOR DESCRIPTION, START
INFORMATION (CMMITAGE), EXCREDIBLE ADM)

(b) cut in the circuit breaker of the Pull beating purp in so doing, the
starting pump and signal keep will go cut, thus testifying to the pornal operation

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(a) and in the circuit treater of the first transfer jump which pumps fuel from the ever first tack. With the pump operating projectly and fuel available in the start, the great signal larg will light up and go cut transferably.

As Abries starting the engine cold life Circle and or preciving segments that all is clear, start the engine; for this pumpse;

(a) pull the engine courtel lever all the way body;

(b) prove the engine enturing pred-intendent in -2 seconds. On receiving the sharting Takes Hills from the ground enginemy with the engine rounding at a speak of short cold rejum, but not later than to -12 seconds after preceding the sharting pad-bridge, souther than the engine rounding the starting from the storeous courted layer (effect the engine has regioned should not off rip.m.) to the fully open postion highest the internediates position and in 1.5 - 2 seconds seen it to the energing (intervective) locations.

After the engine has reached a speed of 900 to 1200 r.p.m., remove the experience control lever from the starting (intermediate) stop and shouthly shifting it is a size raise, put the lever in the fully open position within 1.5 - 2 seconds, chericing the temperature of enhance gaves, which should not exmeed 500° or e600°, sizes it. The starting of the end of the starting difference in the fully open position within 1.5 - 2 seconds, cherically the respective of enhance gaves, which should not exmeed 500° or e600°, sizes it. The starting of the reference in the fully open position within 1.5 - 2 seconds, cherically the respective of the lates of the second o

the sations is trajecture is being -10°0.

Extent 1. The storting of the engine major, surging which is normally surgined by a confidence fracting major, and the sation of the engine to prove a surgined by a confidence fraction of the engine to prove the sation for the engine of entire day to the sation in the engine to the engine to the engine to the engine to the engine of th

Equiton. If the strane control lever is pulled back independently, the engine will not ever, since the power supply circuit accountable sout in only when the lever is pulled that the way beng.

when the recome course asser is painted back incompletely, the engine with the rest should be power supply circuit accounts to out in only the met the rest is painted to be supplied at the say back.

55. Six the segme course iver pulled all the say-back, the engine-gains the fill recomply as a valid to the same course iver pulled all the say-back, the engine-gains of each interest part of the same supplied and the same strains of the same strains of each interest part of the same strains of each interest part of the same strains of the same stand took some than 0.2 Mc/sq.fw. But the engine at the same reting for 1 ainside on the same strains proved to test the engine. If the engine is interest to be operated for long at 101e retains, prior to the testing the engine strain strains monthly first monthly bring the engine strain to 102e report.

56. But the recompliance of the testing the provide down, the 101e retains of the engine starting, stop starting the engine strain strains strain strains the part of the strains of the engine starting strains that the same strains of the strains of the strains of the engine starting of the engine starting of the engine strains of th

65. If during the engine starting, no ignition of fuel takes place, innediately close the stopcock, wait a little until the turbine stops rotating, sowrange (collectant) the engine from the electric starter, with ignition out off. Begin the repeated eracting the engine only after the end of sovereging (after the number of severeging (after the n

Sy. After starting the engine and gaining steady idle rating (2000 - 2600 r.p.m.), give a signal har disconnecting the startinal power supply be varied the land in the face level. Eaving ands cartain that the start is the ratio and the start is the start bettery and generator immediate formulatly bring the entity and go to set the engine gains a speed of 1200 to 1700 r.p.m. The special of the aircraft generator can also be checked at a speed of 5000 to 1000 r.p.m. by the voltaceatar, with the aircraft bettery set off; the voltage value should be well as 5000 r.p.m. give he voltage that is should be started to the including value, for shich purpose set the engine speed at 6500 r.p. 2000 r.p. and the training value of the including value circuit breaker (the isolating value signal lamp should light up) and determine the engine speed change as compared with the initial speed.

Operation limit of the origins speed drop, with the isolating value on, is 250 r.p.n. The engine speed growth is not limited.

If, with the isolating valve cut in, no charge of angine speed has occurred, lack the valve for proper functioning at other spreed ranse, without getting beyond the speed limite of 6500 to 7500 r.p.n. Constant angine speed or the drop by more than 250 r.p.n., with the isolating valve cut in, testifies to the valve unservices-billity.

On of the isolatine valve, is a result, the earlies the advantage of the proper and the point of the solatine valve in a result the earlies and about the section of the scale of the proper and about the solatine valve, is a result, the earlies about the section of the scale of the proper and about the solatine valve, is a result the earlies about the section of the scale and the scale of the proper and about the scale of the scale and about the section of the scale and the scale a

Out off the isolating valve, is a result, the engine speed should resume the

1.1181 1. Through with a cold angles is allowed to be performed only in case of an electric take-only in case as a color take-only for an electric take-only pump box above 1.5 kg/ajc.m.

pmp box above 1.5 kg/st.cs.

72. Obeck the engine speed with the suglise control lever set on the intermediate relations, the suglise speed about he 11,350 + 50 r.p.s.

73. Obeck the engine speed about he intermediate relations the rate of treatment of the miles control lever, with the speed forcessed lever the taclating while obeck rating up to the transit speed, equals 4 - 6 seconds. Bith the engine running at the stations appeal, cut in the isolating waive and chert the write of the speed charge. Deep the labeling value is cut in at the late-off rating, the engine speed they be to the stations appeal could be speed increase by not more than 50 r.p.s. or the engine speed drup by not more than 50 r.p.s. or the engine speed charge.

20 r.p.s. is allowed.

The resulting of the engine control instruments during engine ground test at take-off rating are presented in Table 1.



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Realizer of Eastine Control Instruments forthe Dating Ground Test at Take-Off Eating

_ 14 _

Parameters.	Instrument reedings		
Ingine spied, r.p.u.	11,560*10		
Gas temperature, "G	Marinum 690		
Fuel pressure before burners (reduced), kg/sc.es	45 . 4		
Puel pressure (as reed by pressure rauge), kg/sq.cm	Not more than 75		
Oil pressure, kg/sq.on	1.4 \$0 3.5		
Oil temperature, °C	From		

Oil presents, \$6/mg.co
Oil temperature, *60
Oil temperature, *60
The All the operation of the AFT-68 acceleration control unit from 5000 r.p.m.

78. Check the operation of the AFT-68 acceleration control unit from 5000 r.p.m.

w to the auximus speed, for shich purpose shift the angine control lever from the
peaking carry-conting to 5000 r.p.m. to the frontance position existing, then, pull the engine centrol lever to the rearross positions.

Hith the acceleration control unit functioning normally, the angine should be
accelerated from 5000 r.p.m. to the auximum speed rithin 11 - 15 accords and shorttime gas overtempreture should not accord 700°0.

Short-tries auximu, overspeed exumed by shrupt survects of the eaching control lever,
should not exised 11,00 r.p.m.

75. In the course of the empire test run the pilot checks the cockpit pressurisation, far which purpose he wills

(a) chose the cockpit by turning the pockpit pressuring valve to the
right is the occurrent PRESOUNTED (AEPER PRESTURE).) position (up to the benduing
of the coloured panel bine section), while doing so, a slight clicking sound should
be heard.

Perform turning of the pressurining valve up to the next fixed position (at the
sund of the coloured panel bine section) will feed cold air into the cockpit, while
turning the valve to the third fixed position (at the end of the coloured panel plant
section) will feed war air into the cockpit.

The cockpit tighness check is accomplished at angine take-off ratine, with the
presenting valve open complately.

The presence of make air oil or hydraulic fluid excitation in the cockpit is not
solorated and indicates that the sandfolds in whe regime section or in the occipit

CENCE OF ARTH-G DEVICE THE-I

76. To check the CEX-I derice with congressed air and the serieum proced as follows:

(a) compact the subset hose of the MEI-I derice (by seems of a datachable coupling) to the aircraft engity line;

(b) run the aircraft engine at 7000 to 8000 r.p.s.; To check the SEX-I device with compressed air and the seximum G-load warm-

(e) set thagi-5 extensito pressure controller and the fil-45 charge-over evica-in the MENICH(UVIL) pertition and, turn, in the SILVEN (RET.) polition price the automatic pressure controller preschitts in such of the some position and make gure (by the pressure increase in the anti-1 suit) that the controller functions

MYDRAULIC SYS.EM CEREATICS CHICK

77. While checking the strine, set the endine great at 5000 r.p.m. and wheel the operation of the hydroulin system. The preserve restings of the hydroulin system gauge, with the raise in a unsural position, should be 50 to the hydroun. This coing po, the time interval between the shifts of the pressure relief valve anough by wighter 2.5 discusse.

We have the flap control handle from the neutral to the take-off position, and the return to the same the flap control handle from the neutral to the take-off position, and star keeping it in this position for 1 - 2 seconds, send it to the flaps-down position (rall down); the flaps should be fully extended within 2 - 3 seconds. The extended from the same that the flaps should be fully extended within 2 - 3 seconds. The extended for the open staged laws and by the complete protuntion of the mechanical indicator on the port wing. Specimented extending of the right and last flaps is clock by the errord expined laws.

29. To retract the flaps, shift the flap control handle to the flaps-up position (full ty) without felaving in the take-off and neutral positions. While delige shifted flaps, presciously deposited the flap control handle to the neutral position.

with the flap signal legiglation of out.

First the flap plantable check is over, set the flap control hands to the neutral position.

30. To check the operation of the speed brakes, but in the change-over exists on the neutral position.

30. To check the operation of the speed brakes, but in the change-over exists on the neutral position to the CFR (CT1970) position and oaks certain, by the light of the signal large, that the speed brakes are open, attract the speed brakes, mitting the change-over exists to the TAGLO (219710) position, that the faces of the speed brakes retraction on the attracts central sick and accretion their nounal operation from the ground explorer's report.

At the time of the speed brakes retraction and attraction, the preserve in the system may drop brake 50 kg/sq.cs.

51. Choice the operation of the D-letters control because. The preserve the experimental booster reported, the 1st to 1 to 10 kg/sq.cs. lapty preserve tenths control sick and receiving some in the spread with the time full relight of the return at sick and receiving some in the spread within the order of the same affect of the caused stick thanges the present in the spread within the order of the same of the spread within the control stick for granter, stoppings or attracted scales can be valve and one of the foreign of the control stick for granter, appreciate or attracts allowed control to the same solvent control because out off, that the control stick for granter, appreciate or attracts allowed control to the same precision of the same relief valve, with the control stick for granter, appreciate or attracts allowed control to the same precision of the same relief valve, with the control stick for granter, appreciate or attracts allowed control to the same properties.

PROPERTY OF THE PARTY OF AND TATION PARTY.

BO. Reming assertined that the eights, instruments and should assertine function properly, the compy looks are properly quicked (the red association on the local absolution on the local absolution on the local absolution of the second of th

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Fig. 1 course officer and repress clearance for totaling out. Slave the LIV. Fearincreasing growspatia crayars. To pressi restricted of the RP-100 growspate
for relate the capacity of the ballery, cut in the storage before the file of
all relate the capacity of the ballery, cut in the storage before the file of
all relate the capacity of the ballery, cut in the storage before the file of
the storage of the control related to the control of the to the control of the to the control of the total of the control of the part
also be control of the control of the total of the total of the control of the part
for the total of the control of the total of the total of the control of the c

Ently testing over body ground, excelerate the ampine slowly to entrue the Ently testing over body ground, excelerate the ampine slowly to entrue the factors of wind and the distance between the strength to sower operation of earliests or wind and the distance between the strength to sower operation of earliests controlled the distance between the strength to sower distance and the factor of the strength of the

SO, On entering the runny, roll the entering 5 - to 8 should be slight the conserved with the runny, between the limiting case control bandle and cut in the loadroll reflect testing off in estings eachier conditions and at right, make some
29. Software testing off in estings eachier conditions and at right, make some
into that the gray between eaching property and that the reallists of the 20th resucce-resulting gray partial response are correct.

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Prouest take-off clearance.

H. TAGE-OFF AND THERETO,

TAXE-CPP

9). Look around and make sure there are no obstacles about. 94. On obtaining elearance for take-eff, perform take-off immediately to clear

ya. On obtaining electrons for teasours, persons the out imediately to clear the runnys.

\$5.750,814ing the aircraft is place by application of brakes, increase engine seed, 40 800,0 - 9000 F.p.a. and after ascertaining that the instruments read normally. Please the brake laver and start the threeff run; in the invite of the threeff run in the invite of the threeff run increase the engine speed to stain theoeff pure setting.

On aircraft equipped with an intermediate preciner on the engine control laver, as partons takeboff at an engine speed of 11,550 50 m.p.a. The take-off procedure at engine speed of 11,550 is the same and differs in that the take-off run in the later case lanceases by 5 - 78.

Note. Then taking-off or shile in flight for intercrotics an actual six ten-graph and six oin other unforeseen cases (seve-off first a short runsay or soil group), the plant is a since to form the smike at a return of 11,000 types.

Size. Then taking-off or shife in flight for intersecting am actual six terms and sale in other unforeseen cond (exe-soff firs a short nump or souther and sale in other unforeseen cond (exe-soff firs a short nump or southern the property of the property of the state of the stat

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99. If take-off we have with flegs down, resee the flags at an elititude of 900 x (after retracting the luming year). Do not recove the hand from the flag control handle until retraction is conjected; after this, set the flag control handle in the SNUTAL position. This retracting the flags, the pilot has almost no control handle in the SNUTAL position. This retracting the flags, the pilot has almost no

TARE-COT FROM LYDATED AND SPOR-COVERED RUNNATS

THE CTH HOW CHATCH AND SECRETARIES RUNAINS

100. Take-off from unpared and soon-covered runsays with an even and Eventuciently fire surface does not differ much from that performed from concrete runsays.

This taking off from unpaved runsays having an unwern purface, the runsing
eithers the special increasing, the vitariation of the control scick decreases
such that, disrpears altogether without any interference on the part of the pillot.
The rolling and pixthing of the aircraft during the take-out run sade it disficial for the piles to determine the none wheal unstrice, hipsfores the core wind
should be ruled assemble inter, i.e. after the aircraft has reached a speed of
100 - 90 techn.
Longitudical and lateral reparation between the eigenst during formation inche
out from an unpaved runsay must be not less than 50 m.

To stroid aircraft foing caused by precipitation of retar dust in winter time,
the aircraft must be seased on the runsal of dictance of minimum 50 m.

101. After retracting the landing car and flare, unlock the eafety harmon, use the elevetor and allows win tele to commerce the control forces and continue to climb at a genie angle, simultaneously increasing the flying speed to estate the highest rate of climb eyed at an altitude of 1000 a.

Contion. In streat equipped with irrescrible hydraulic busines in the ele-vator and silects control system, do not use tria take in flight with the hydrellic boosters insigned.

102. Perfore clishing at angine towinal rating (11,700 r.p.m.) and, whetever township to speed up clishing - at tale-off (center) rating (13,500 r.p.m.).

Courtion. Continuous presents of the excited at this configuration of the courtinuous presents of the excited the configuration of the courtinuous presents of the courtinuous acquise content of the courtinuous acquise content

timens argine operation at nominal rating should not expect T hour.

10). To grid the maximum rats of climb, the pilet will perform climbing by salamening the true simples (as read by the thin pointer) equal to 700 km/m at an extend rating, and 700 km/m at an examinating inclinating, and 700 km/m at an examinating inclinating and 700 km/m at an examinating the first performance of the first pointer) with the allitude 50 - 25 km/m per each thousand or settes (reble 2).

Vertical Climb Speed and Indicated Aircred VS Pliant Altitude and Climb Time (min)

Flight altitude,	n = 11,550 r.p.a,				
	Optimum rate of rapid climb,		Vertical speed,	Clist time,	
	YLLS, ba/hr	Ytas. ba/hr			
1000	718	750	47-0	0.35	
zuu	686	750	44.0		
3000	654	750	41.0	0.7	
4000	624	750	35.0	1.1 1.5	
5000	594	750	35.0		
6000	5 64	750	32.0	.2.9	
7000	536	750	23.0	2.5	
8000	509 .	750	26.0	3.0 3.6	
9000	491	750	23.0	4.3	
10,000	054	750	20.0	5.1	
11,000	427	750	17.0	6.0	
12,000	395	750	15.4	7.1	
13,000	366	750	9.7	8.6	
14,600	340	250	6.2	10.7	
15,000	320	750	2.6	14.6	

Job 2.6 14.6

Joint J. The climb time given in Table 2 does not allow for the time space peeded for take-off rate and acceleration of the allowed to the space peeded for take-off rate and acceleration of the allowed the space peeded for take-off rate and acceleration of the allowed the space peeded climb time, with the engine running at 11,350 rp.m., increases on the space from any value of the space peeded climb time, with the engine running at 11,350 rp.m., there allowed the space from the peeded contained to the intermediate responsible to the space of th

iii. <u>Dyr. 9</u>13183

PERIOSATRIE SELECT

No. The maximum permisethle flying specie are:
(e) for eltitudes below 3.00 m - 4000 km/hr 115;
(b) for eltitudes from 3.000 to 2000 m - 1000 km/hr 115;

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(c) for militudes above 7000 a the specis of the aircraft are unilisted.

Figing rt making speed does not affect aircraft controllability.

Figing rt making speed does not affect aircraft controllability.

Figing rt making speed does not affect aircraft controllability.

Figing rt making speed does not affect aircraft controllability.

Figing rt making speed making the speed base strate at a initiation with changing the speed brakes at a initiation on the control speed makes as the unit at all speeds and attitudes.

While satisfing or retracting the speed brakes, the control forces on the control attitude and the strength and the part of the speed brakes, the control forces on the control attitude attitude attitudes.

While strength at all attitudes as pushes NOO lawfur, this aircraft the earlier uniting strength and the controllability and which the controllability and the singular for training purposes, the indicated aircraft is fastly stable and the controllability for training purposes, the indicated aircraft as fastly stable and the controllability and retracted and attributed stable performing traffic partern level flights for training purposes, are indicated aircraft as fastly stable and the controllability and retracted.

ALLS RIDGEDTHO PROPERTY OF VERSIONS ON TARTH ADDITIONAL PROPERTY AND PROPERTY OF VERSIONS OF VERSIONS OF VERSION OF VERSI

109. If the kml-I? fighters have been delivered to silitary gaits-discovering, out a check flight and a flight at anxious permissible speed after accombling

199. It the kirl-I? fighters have been delivered to silitary gails-sinceresting, carry our a check Hight, et a cliffer it maintained after accepting the sincereft.

100. This carrying cut a check Hight, check the operation of empire, residence of instrumence, flight control and narigatine squipment, and other sincereft units.

100. This carrying cut a check Hight, check the operation of empire, residence of instrumence, flight control and narigatine squipment, and other sincereft units.

100 to the lateral and inspitutional triangle of the sincereft units.

100 to check the lateral belancing of the strengt in level flights at an attitude to to the check the lateral belancing of the strengt in the control to the silver of two sixths and my silvers true to be relieve the control state) and the control of the silver of the silvers of the silvers of the silvers of clinical maintains and the silvers of clinical maintains and the source of clinical maintains of the silvers of the silvers

In case the deflection of the control stick by 40 of its full trevel fails to check the tank, stop acceleration, the sircraft. For which rungess of down the engine spead to the itel rating, esteed the spead betwee eds after the speed has decreased by 30 = 80 cm/hs, excelly a mans which stational-cost product the streath adjustment and perform leading, the streath adjustment and perform leading of an indicated speed of less that 1000 rg/m, and requiring deflection of the countril stick by more tann 470 of its full travel to countries the banking, will be not considered already and are surjected to further adjustment by the Handerthers.

Data interprets of positive Galess at altitudes from 0 to 500 s interpretation beauting, therefore, to stop hanfur, it is necessary first, to forest the alternate asset by extending the appet trues and outling from the ongine rayer, and, then, to send the attract into olish.

the origins tiples, and, then, to send the abstract late oldan. During filights intended for our points, the sidesteem of the admiral et machine permissible speed raises, the pilot should not exceed the indicates alrepted of 1000 harby and descend to an abstitute of less than 500 m. The results of sirroraft sign twent check in flight will be entered by the pilot to the circuraft Service log.

Conting. On aircraft engined with increasible hydrollic boosters in the elevator and silver a control system to not use this tebs during Silghts, with the hydrollic bootters engaged.

With the hydralic brotters engage.

112. If the stabilizer is not yopenly, the elevator control forces on the control stick, with the trin teb being neutral, in filipits at sixtrates from 2000 to 2000 a and at flying speeds from minima macrossing speed to the santons one, change that alightly and, therefore, there is no need to use the trin teb even turing exacution of filinit macrowres.

At alithude up to 3000 m and at speeds close to resturn come, it is advicable to believe the mirrorat by using the elevator trin tab at an indicated simpled of 500 km/hr.

At elithumes of 10,400 m, the highest is evised to believe the star rate by using the slevator trin tab at an indicated simpled of the slevator trin is at an indicated simpled of 500 km/hr.

MITANDELLO OF ALLCOUND SUPERFORD STOP HERETTASSESS, ETCHANGED SHOULD TO ELECTRONIC AND ALLESS OF STORES.

Interel Polostius

Iteral Pointing.

113. To shock the corrections of aircraft althouses units cames simil operation of aircraft at maximus principle species, chargings the tyricalite booter at an abitude of 5000 - 3000 a soft an indicated airspecie equal to 500 - 600 maths of the area by the timing bounts of the agest indicator).

Nations the sirrorsts, if conceasing at the store specie by the terretyrate trial about the sirrorst and the control force on the control string the species of the time, they have a second at the control that, the follows seconduction that we about on the uself this done, engage the hybrastic possers and clock the lateral believe of the sirrorst throughout the speed cames.

Furnisable deflection of the control stick for rescrict the back as maximum per-distrible speed in up to 4/5 of the full travel.

Note. The sileron control force on the control ctick is, a straight and level flight (without banking) at all specia and elitities, with the hydraulfo

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borster engaged, should not sured 3 - 5 kg. If the control force exceeds the store lines, extract it by respectively deflecting the ground-adjustatic trim take on the traiting edge of the wing (but not on the alleren), when the stronger is on the count.

- 22 -

After carrying out the diver-indicated lateral balancing, the position of un-tria tan is considered balanced and the tria tan position should be checked before sech aust fighth. The balanced position on the tria ta should be written down in red point on the tria tab sking the inscription should detate the definction value.

Do not use the sarodynamic trim tab of the alleron when flying with the hyd-raulie booster engaged.

Tongitu'inal Balencing

14. Fith the strengt flying at an altitude of 300 to 4000 m at an indicated airroyaed of 400 - 500 km/hr (as read by the thick pointer of the instrument), discount to alvestor hydroulin booster. Make sure the sirrord is changed to hand control. Did done, speed up the sirrord (so engine nominal rating) units, if necessary, its elevator sarrolymant trin tab, to a time sirspend of 900 - 950 km/hr, as which the prescript over an the control etick should equal 5 - 7 kg.

Note. Exils terforming a flight one sirrors the latestate the district and all the second of the second o

Note: File performing a flight ter shreaft believing, the pilot should clearly keep in sind the standard flagric should be change of the control force on the stier depending on the true sirepend.

Noise, while performing a flight for elevant commencers, we wish a manufact of the control. The plant is a flight of the true alonged. I have no the study deposition on the true disperse.

The performing the true to be continued to eccelerate the shrindt and determine the true alrepsed corresponding to the lowest point of the force wereast speed curve, which should be approximately within 1000 - 100) harder.

Stop accelerating the algorithmicity within 1000 - 100) harder.

Stop accelerating the algorithmicity within 1000 - 100 harder.

Stop accelerating the algorithmicity within 1000 - 100 harder.

So pressing control forces, that the algorithmic speed and dissipate speed down to the speed value corpsisponding to the lowest point of the force various speed user.

So finding the acceleration, reduce the engine speed and dissipate speed from the theory of the force of the force

a take coins the inteription should state the deflection value in millimeters.

Somes 1. It is interiorated booster feels or case off just cry be under of the memory-mail environment to control just cry be under of the the great frame from the feels of the thin the property of the cry to the cr

With the cleveter hydraulio booster engaged and the trianing effect sectants est in the neutral position, the shrendt should behaves (the coursel force on the stics should equal ereo) in climbing from an elitive of JACO to According the segime running at nominal rating of an indicated sirepeed of 600 2 50 km/hr.

ESCISE CONTROL IN FLICHS

115. Table 3 provides the main angine ratings in flight.

Table 3

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Waln Engine Ratings to Flight

Pating	Engine speed, r.p.m.	See tempera- ture, C	Continuous operation at given rating, mis
Take-off (combet) rating up to H = 10,000 m (in level flight)	11,560 +6C -100	690	Not to ex-
Trac-off (combat) rating above H = 10,000 m (in level flight)	11,560 +60	690	Fot to ex-
Take-off (contat) rating in climbing (at all altitudes)	11,560 +60	690	Fot to ex-
Normal rating	11,200 -110		Sot to ex-
ldle rating	See Notes		8224

Botes 1. The speed value corresponding to the position of the engine control lever on the side reting etc), is vasiable and depose on the sitting and flying speed. Sometime running et 10,670 c.p.s. and store the oil pressure should be minimum 1.0 kg/er.cs, but about not careed 3.5 kg/eq.cs.

3. The cil temperature should be within = 40 to 700°C.

116. With the flight eltitude increasing, the temperature of exhaust goese increases

too.

If the evenust gas temperature exceeds 600°C, decrease the engine speed to rehum the gas temperature within the perticutive limits,

170. In flight, the engine control lever may be advanced from tills to take-off

(combet) resing within 2 seconds.

Then carrying out any training exercise, do not allow sharp whitiple accessants

of the engine control lever.

110. While in flight, do not enceed the engine speed of 11,350 + 50 r.p.m.,

stoops for cause of coulds employeest and correction of arms in carrying out ascending management.

ing ametivers.

The time of explus continuous run at 11,350 + 50 r.p.s. is the case as for the team off (confiss) reling.

Continuous flights of relings of +0,600 - 11,100 r.p.s. are instrinable for erfolious fill the team of the fill and should not be used unless necessitated by the flight

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(e) clack the engine raximum speed of an altitude of 40.0 - 10.0 m and a maximum right gaped (this check may be performed straitmenssity with the alternationary countries are stilling heaviling shock). Their hose conditions the maximum engine speed should be studied in the stilling of \$2,000 - 11,000 m set the indicated eiropeed of 300 km/m; with the engine control lever in the rearmont position. Then, more the engine control rever in the rearmont position and the studies and the until the engine rol lever to the frozenest position within 1 - 2 excends and wait until the engine rule starting rather. If the acceleration control unit operates normally, the engine sums stands the-enf (comba) reside eithout enging (individue) slight has display the starting rather of 1,000 to 11,000 m set the maximum level flight eyed by smoothly meeting the engine security starting and the steady sample and the engine should be within 11,400 to 11,500 r.p.m;

(a) at an altitude of 10,000 to 11,500 m repost the procedure indicated in Item (b).

Periods: 1. New thorsing the opticion of the acceleration confell unit, the Storictic scaling representation of the acceleration confell unit, the storic scaling of createspaces are represented to sense the storic scaling of the Alfred Acceleration can red but sense the storic scaling of the acceleration can red but scaling the storic scaling of the acceleration to sense acceleration to sense acceleration to sense place characteristic scaling the storic scaling of the scaling of th

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10), presegnative of the flight altitude the Mai-IP sixtures should be flow with the vectority presention.

11) the tempts presentiated the present before taxing out to the runway.

12), the carrier conditions and on the temperature of an addition of the compity, depending an aventure conditions and on the temperature of an addition of the county of the conditions and on the temperature of an addition of the county o

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127. Should smoke or unrawed small be detected in the presentiand cocrypt during the filight at an altitude of up to AGO M, immediately unpresenting the count is and ext in the velocity head ventilation.

If the filight is parformed at an altitude of AGO M, descend to MOO M, descend to MOO M, since flying is an unpresenting doccept will result in a security present differential due to air maction, which increases with the increases of flying speed. The difference between the true altitude and the coccpit "altitude" and present differential gauge) anomals to AGO M.

128. Gliding will be performed only with the presenting valve set in a position for delivery of hot air. If emory dimming is detected when demonstrate from a high elettude, proceed as follows:

(a) check to see that the presentating valve is set in a position corresponding to delivery of hot air into the occlusive;

(b) when at an elittude of 6000 to 7000 M, turn the knob on the FM-ZHS sockpit present controller all the say to the latt.

If campy dimming interfere with their, increase engine speed up to nominal one for J - 4 min at an attroude of minima 500 M. With the speed increasing 550 - 600 kn/hr, stand speed thrive to prevent speed increase.

THE CA CLASSE IN APPORT

130. Fly the savuraft only with the parechale expert apparetus connected to the strength output supply system. Put on the crypts mask and out in expen supply on the ground. When flying at altitudes above 8000 e, out off the six-dilupion switch and use pure corresp.

the ground, then igning to extract the same state of light, which the communities of oxygen and use pure oxygen.

1)1. Then using the oxygen equipment in flight, which the communities of oxygen greature is the bottle is less than 30 kg/sq.cm, descend to an eltitude, where no oxygen supply the bottle is less than 30 kg/sq.cm, descend to an eltitude, where no oxygen supply the oxygen oxygen oxygen oxygen.

the bottle is less than 30 kg/sq.ct, descend to an elvirude, where no oxy, is required.

182. In all cases of improper functioning of the sircraft oxygen appresentings of sockpit, ar when conducting an air Werle, cut in the sear

Oxygen supply,

3). If the oxygen supply system fails to overate properly (the indicator
) blinks seconds are either ettil or respond weakly), puls out the disconsector pin,
pers over to oxygen supply from the KD-23 parentses oxygen experatus, and discontinue

tion mitch to the oxygen symmetrs, then flying stone 5000 g, destend to an Attachment of the bound of the stone 5000 g, unprecouring the occluit grainally and open the velocity head sentitutes, shutter, **nnithition minuter...

135. Out off ourges supply and reading the extrem seek, after high-minimade fly ind, at an estimate of estimate 2000 m.

PLIGHT WITH DOOP TARKS

136. The miroraft is designed to marry two drop fuel tenks of 400-lit capacity

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estimes drop field pairs, cairs, for the litters of litigation transcrift one, desting of tumoff and and tumbles speed. Notice training of tumoff and and tumbles speed. Notice training of the authorized the structure of the appearance of the authorized presented to be active to the second service and the authorized training and the activities at FFRS, carry training to the interiorized SERF] on the both court panel, and the circuit training and the interiorized service and service and service and service and service and the service that he descriptions are the sightenised service passit.

13. Fights will dray takes are performed within the following services instance speed

limits:

(a) from E = 0 to E = 8000 m - at an indicated airspeed of 900 km/km;
(b) from E = 800 m and above - at a true airspeed of 900 km/km.

Extense permissible load factor with fuel tanks filled to capacity is not 90 seried 4.5, and that with repty tanks - 6.5.

The behaviour of the aircreft in the above conditions is similar to that of the aircreft not carrying drop sacks,
155. Feel convenient from the drop tanks is checked by means of a warning less which lights up when free its used up completely from the winks.

Extense 1. The series are the first tanks is the checked to a warning less than 15 feet and 150 less than 150 less than

Type, read consequent that he are tracked by seems on a warmen which legists any whose feels used by complexity from the tables.

Figure 1. The droy task warming long may light up shad feel in the droy task and up to the state of the droy task that the droy task is a state of the droy task that the state of the state of the state of the droy task that feel has been fully used up from the point of the tables speed exacted early reports at this little forms of the tables speed exacted early reports at this little forms of the tables speed exacted early reports at this little forms.

The first of first cloth of this read that the has been fully used up from the first the droy takes will be connect within 51 - 50 animals. Only the series remains at contain undersoon stretches it is red, 200 a, the strength of the strength of the series that the series of the first that without tasks. If ruel has not been read up from the droy takes center to animalist on of the track of the series of t

side appears to use must average and alternate before landing, will increase way different to these the bane, inding floating before landing, will increase way landing speed drop.

12. Proposed building with one implease falled with field wild be such lated the wind or with the remaining wall being up the wind, speed glating for landing with the last the fall with the fall of the such appendix and the landing pattern should be bestered to make the contains and the last fall of the last then Not end the wind well-direct soot manual building with the remaining than the fall of the last then Not end the wind well-direct soot manual building speed of not less than 257 habby, parters floating and becomes at a higher speed than meanth

146. Landing with one fuel tank filled to repailty, when a crosswind is blow-ing from the side of the jettlesowed tankin prohibited. 145, Then sawing approach for landing with one resaining fuel tank, perform

193, when sating approach for landing with one resaining fuel tank, perform turns, if it is possible, to the side of the jettleoned tank at a tank not expecting 80° a

Note. The execut of fast left in the revisiting tent can be executed fastern than the control of the control of

146. To jettleon drop tents, press the DERNING MES EXPLER, STATISMENT OF THIS (REMARM CROW ENS, CEPO ELIO) push-button. Fuel tents may also be drop-ped by cutting in the tectical rulesms push-button on the control which, having then writebed on the NORM (ROWED Carent breaker on the night-band electric control panel. Thils foing so, the drop fuel tank warning lamps will light up. After the tanks are dropped, the warning lamps will go out. The drop of fuel tanks is

the term are proposed, the weeking large will go out, ins many child checked visually.

Fuel teachs are jettisound at the following indicated sirrepealest (a) untilest teachs - from 350 to 900 km/km; (b) finaless teachs - minimum 400 km/km; (c) finaless teach - minimum 400 km/km.

Note: 1 th the table dropped, inschinfully cut off the orbitation to the head control (minute) bearing the inscriptions darked the state of the control (minute) the forest bearing the forest bearing the boar near darks of the control values.

FILIDIT SITE NOW IGAD

197. The http:// aircraft south bonbing equipment which allows the suspension of two 70-, 100-, and 250-fig air bonbs from boat racks [4-50 and makes it possible to carry out dire, borisontal can tone (or loft) bonbing.

190. The take-off in the Nat-17 aircraft with suspended bonbs does not differ from that performed without bonbs. While in flight, the suspended six bombs do not have any outleasths effort on the behaviour and controllability of the sirreraft.

199. The maximum perminship speeds of the Ngf-17 sirreraft with suspended air bonbs are set for conditions of zero witherton, which begins to the sirreraft with suspended air bonbs are set for conditions of zero witherton, which begins (4) at altitudes less than 2000 s - at 870 km/hr 135;

(9) at an altitude of 500 to 500 s - at 955 to 965 km/hr 735;

(c) at an altitude of 9500 to 50,000 a - at 955 to 965 km/hr 735;

(d) at an altitude of 9500 to 50,000 a - at 955 to 965 km/hr 735;

(e) at an altitude of 9500 to 81,000 a - at 955 to 965 km/hr 735;

(e) at an altitude of 9500 to 50,000 a - at 955 to 965 km/hr 735.

190. Should witnestion appears on the aircraft lifting with asspended sir bonks at 151, 171 km at 150 km a

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riginal

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- 23 -SLOWE FLIGHT

Ther Filler

193. Start the edgine and text due to be increase of might in the cause my, while tarting the pilot will extend to the historial light only for a short the win it is necreasely to discret the ground sheed.

Prior to increase within all the utility lights. The port oltraviolet light should be directed to the filight and newlighted instruments and the starbeard light should be directed to the filight and newlighted instruments and the starbeard light of the misself providing in the larget points of the numer. After breaking time of the numer, after breaking time of the ground, singlets, series called in the direction of the numer. After breaking counts with the ground, increase the speed to 150 km/hr, gradually flying out the ground, early then, series called inger that series the farther flying procedure. If the natural horizon is not aren, perfern instrument rights,

155. The procedure of flying procedure. If the natural horizon is not aren, perfern instrument rights,

156. A cark night, the patches of light and the reflection of instruments on the outling county glars can be eliminated by signifing the canopy lighting out by the dusting the position of the biland on the eight brakes inside the cochpit.

157. During appose the framing of night the hase leg turn will be executed in the sense are as as the dupline, and as a clittude of 250. NOTs.

158. Judgment for leading of night is converted the distance to the lands ingo the bullet reference points.

The pilot should pay special extension to proper synthem to the convenience of leveling-off. Insentiling-off seculate as estated in the action it by flooding-it.

159. Leading or night on the runny lit by flooding-its presents an particular direction that his content its equipped with a leading light without ground flooding-to. Hereaft leading with a hashing light in were complicated and requires special attention and high securing of high is an a sittude of 100 to 150 m.

(b) actuals at lead 1700 r.p.m. down to the live like present and lines.

(c)

PASSE AND EMPRESCE

161, to increase the range and enturance. Bly the sixtreft of high sixtrudes (10,000 to 12,000 m).

(10,000 to 12,000 m).

42. To obtain a saxing range of flight, satisfain the indicated aircrease green in table 5 (specia are equal for care of flying with drop tasks and without them).

16). Forfers climiting at a speci of the highest rate of plish.

....

* Speeds and Flying Panges at Different Altitudes

The Manual of the

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2 a b l e 5.

Plight alvitude,	Indicated sir- speed correspon- ding to maxis m renge of flight, km/hr	Possible stars distance till empired trice (without drop tanks), am	Possible stage distance till emption takes (etc. drop takes, WK-life (etc. city each), or
5000	500 - Ecc	765	
13,000	A10 - 500	1185	1775 (without lank jetzless- ine)
12,000	4CO - 46O	1295	2010 (without tame jetti- soning)
12,000	400 - 460	-	2150 (with tank jettison- ing)

164. Perform gliding with a retracted landing year and the ergine control larest on the idle rating army, at the following indicated direpteds (either eiththrough altitude of 20,000 down to 10,000 m, at 500 km/km IAS;
from an altitude of 10,000 down to 5000 m, at 500 km/km IAS;
from an altitude of 5000 down to 5000 m, at 500 km/km IAS;
those an altitude of 5000 down to 500 m, at 500 km/km IAS;
those to obtain a maximum codurance, carry out the filight at an indicated airedd of 500 - 500 km/km at altitudes indicated in table 5.

Speeds and Endurance at Different Altitudes

Plight eltriude.	Indicated sirepard corresponding to maximum endurance, kn/hr	Slock time till erptied tecks (without drep tanks), min	ideak time till empeled teaks (with drop tixes, sichlit especity earb), min
5000	300	85	-
10,000	300	108	160
12,000	300	114	173
		1	

Note, Then calculating the range and sedurance, allowance has even male for Thal consumption, with the engine running on the ground for 5 almores. 166, After the forel from the rear tank has been fully mard up and the green waving lasp of the fuel treasfer pump than flashed up, out off the circuit breaker of the transfer pump (the pump suring lamp abould go out) and conjuse the flight, checking the rectainty of fuel by the fuel quantity gauge.

107, Henn Dol litter of fuel result in the front tank, the energoncy fuel livel ped warning lemp will hight up. If this is the case, discontinue the flight mission

and lend the aircraft, since the amount of fuel laft will last for 10 - 15 election of flight with a speed of 500-550 km/km at altitudes of $1000 \cdot 10-5500$ km.

Note. Then filling the sireraft fuel tanks with fuel 7-2 instead of 7-1, the flight range and endurance will decrease by 2%.

ARRESTED COTTSOL PROCEDURE IN PLECO

748. Freques the sircraft sight for firing in the following ways (a) out in the SLOT MATH (CHOPES DERCH) chronic breaker; (b) settle on the SIMT (DERT) circuit breaker; (c) out in the ROIO-RUSE FIREM (FALLE) About breaker.

Section. Do not out in the radio range finder until the might circuit breaker has been switched on.

has been extended on.

169. Frior to firing, proceed as follows:
(a) set the sight charge-ore switch laws in the OTRO (fmf0) position;
(b) check the sight charge-ore switch laws in the OTRO (fmf0) position;
(b) check the side operation by secreting shallow turns; the soreble roticle should shirt to the side operation to the turns;
(c) check and signet the sight rettle fillusination.
TO. In: in the arranger circuit breaker and the ormore gan, and charge the gan, for which purpose present the charging pub-bottoms of the respective guas in due soutcastin with e 2 to 1-socond delay.
The resilientes of signesti weapons for firing is indicated by the red signal large located on the body arrangers electric control panel (on aircraft where these are installed).

large located on the best armonest electric control panel (on aircraft where these are installed).

171. Set the target base (wing span and overall discussions of air of ground larget) on the eight scale.

172. To fire the SeTM, electric compress the wires firing button, and for firing the Intel (and (or Electric temperature) production by the binged anderly guard. To conduct easily fire from all the game, press shoultaneously the upper end the from path-button for the from the state of the state o

control).

17). Provided the shreaft in equipped with ope-button firing control, fire is control from Muss EP-2) and 3-37 by one from plan-button. Photover necessary to differ operate fire (from Star EP-2) or E-37), but off the respective offcuts beauter.

braker.

[74] Mould any of the aircraft guas fail to fire, charge the impurative gually presults the reflective caurcing push-button, then, continue to fire.

If Talis impossible to determine which of the port guas has felled, charge both guas has felled, charge both guas has felled.

Role. Then conducting salvo fire from aircraft guns, the duretion of fire bursts about to determined by gun 3-17.

These about to determined by your a-17.

175. After the and of firing, charge the weepons, put the enferty guard on the upper pean-values, accused on the control stack, out off the armanest circuit breaker and set the eight change-open lever in the Fixed position (thoreby leveling the armanes).

Extractions, the street of the position (thereby lexing the 10.5 Market of the street of the street

477. Before boshing in flight, do the following: (a) cut in the circuit breaker, so sell as the tactical and essayency air bush (b) throw back the bonb tectivel release push-botton and guard and press the

(b) three book the bone tection receives pursonation were guard and press the publishment.

Eith the boah release gual-button pressed, make sure the fir both have been released, for which purpose check if the saming large have gone cut. If this is the case, cut off the circuit butters of electric brob restaurt.

178. Thought the actival release electric circuit full to operate, three back the safety cap of the reargum; pull-button and press the push-button.

179. Thousard receenary to immediately release air books over friendly territy, use the seargemy release push-button. In the latter case, the back release circuit estuch about by cut off (the air books will be released at EIFE).

IV. PLIDT MATERIES

100. The Mail-IT aircraft is cepable of performing all confidence and service and variable measures (auth-rolls and divine), with the aircraft on ing the half-rolls and diving at saximan level Highs revise for an matritude of 5000 a up to the service colling. This performing flight saneswers, short-time failure in the area allowed.

Now as the the service colling. This performing flight senserors, short-time angents in the service colling. This performing flight senserors, short-time angents in-loads are ellowed.

Increted flight in the Esp-17 alreads sounting a tank with an inverted flight railve and hydroulde pusp "Sculpent 629", say be performed during not now than 18 seconds, provided the resembler of fuel to the feel tanks is minime 500 little. Ascending flight anneurous should be performed at an eagles speed of 11,550 r.p.m. to the service of accordance of shoulders of the surcerest sate suggests of 11,550 r.p.m. to the service of the s

Proper the survant to level filight (d) determine the survant to level filight (d) determine the errors (banks, ellipsing, uncoordinated handling of controls), which control carrying out restrict Filight assessment.

This performing as oblined long or operating the horizon line at a Climiting or diving one is resonated for, the spherical scale of the pure bordion notestar structum 110.7 As a result, at the shore angles the life-i gard horizon cannot be used to check the bank.

POR Original

perhama characteristic of critical angles of etters (ring-to-wing rollin; and surface ritering a spin), are lively to occur. If this is the case, surface with pressure spiled to the control site until rolling and heavy vitering dispersion of the surface control of the surface of th

the chrorate not in level flight but in descent or climb, respectively, with speed brake sentence.

Eitle performing flight mansurers involving the descent of the aircraft (efter the interval of Aurille the second half of the loop, etc.), start increasing the speed set stirting lates not in secsion of 30° (depending on the diving speed), so give speed as diving appeal, so the secsion of 30° (depending on the diving speed), so for excepting out the interval of the second of speed of second of speed of the second of speed of the second of speed of the second of the second

- 33 -

(b) diving with the engine running at couler rating when the structure of into a dive free a half-roll at a maximum level flight speed, 10.0 Soils recovering free vertical flight manavers (scome or according rules), with the assume of fuel in the fact that being lets that 500 - 500 litres and bloads close to see (free 0.1 to -0.5) setting during more than 1 second, the feel system of the siterait does not make reliable supply of half to the segion. Therefore, while recovering the aircraft free vertical flight newways, would also be to be seen to -0.5) of more than 1-see furnition.

197 To properly perform the banked turn, set the specified speed before emending the banked turn and, then, enter the memorar by applying coordinated pressure to the courted strick and pedals, simultaneously increasing the engine speed up to the continue value.

Cask the execution of the banked turn by the turn-and-edge, speed, and rate-in-clift indicators.

Modified indicasors.

Recover the aircraft from the banked turn by coordinated necessary of the control which and petals, simultimentally forcessing the angine spect so as to assume level right estimate eithert otherwise the lighting speed.

So, the aircraft is stable in the banked turn. In the process of the banked on the control which turn the process of the banked on the control which turn is control which turn is control with.

19). There 16 no difference in execution of the right-head and left-hand banks turns.

as the control evice.

19). There is no difference in execution of the right-hand and lett-mass wants.

19a. Righ-altitude bathod turns up to 30° cm be executed et all speeds up to sentime one. The banked turn procedure of sactions speeds is the until one, but in the letter case considerable elevator and rather forces appear or the controls.

19. If extractive pressure is epiled to the control exist forcing the bashed turns the elevator begins to witherse end, then, to roll. Fith further pulling of the court, extractly exist, the attract's enrepeateally resource from the bank and performs exceeding roll in the direction of the banked turn, applied so if but stick pressure time the rolling and rotation of the eigenst around the fore-colorist rate of the stick attract existing all extract existing and rotation of the eigenst around the account attack prices on the control stick, until the rolling stops.

196. First-ros an optima bathod turn et a 6 to 70° bank with the engine run-ling at coaler rating and the indicated airepeats specified in Table 6 below.

Indicated Airspeets and Duration of Cottons Banked Firm (65 to We tank) at Pitterent Altitudes

bening).	Altitude, a	Indicated attersed, in hr	Puration of banked turn, see
e balf-roll ar			1
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Flor flying at altitudes shows 10,000 m, perform banked turns at

The second secon

197. The procedure of execution of the figure eight is similar to that of the

buthed term. The things from and direction of backed turn to the other should be performed by continuous and coordinated morement of coursed stick and pedale, with the positive or yet and the angles control lever being mantered. This changing from one turn to the other, must the retire-facelish indicator and altimator to see that the flight altitude is properly parametered. s he.

CHIDELLS

The herry out the cheeks in a combiner or normal rating of aircraft ungine with filting protein set in success of the sections permissible level filight speeds.

199. More smorting the chaotistic, accelerate the excise up to the saminan fearmall rating, one permissible level filight speeds.

199. More smorting the chaotistic, accelerate the excise up to the saminan fearmall rating, but aircraft to this glass Markings of the chaotistic end by described protein to the control attes in the plant and the protein to the control attes in the plant and the protein of the chaotistic end of the second third of the chaotist of the chaotist

- a -BALP-ROLL

My. The latter coil can be performed at all clusteries from 2000 to tw/CO management of the control of the coil of

Altitude Los faring Lelf-Foll, when Aircourt Priore Meneuver although Application of freed Scales at Verying Servels and Altifiedes

Stry skillods, Extry such loss of allitude dur (125), Exfor the fine this control is the first strain in t



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		- 36 -		
3000 5300 5300 5300 5000 5000	350 350 450 500 500 600	1400 1500 1700 1900 2100 2300	540 600 650 750 750 800	5.0-6,5
8000 8000 8000 8000 8000 8000 8000	300 350 400 450 500 550 600	2200-2400 2300-2500 2400-2600 2500-2700 2500-2900 2700-2900 2800-3000	600 650 7.0 753 800 850 900	4.5-6.5
10,309 16,800 19,000 10,000	300 350 450 450 500	2505-2700 2700-2500 2900-3100 3100-3300 3300-3510	600 640 650 720 760	4.0-5.0
12,000	300 350 400	2899-3100 3309-3300 3200-3500	650 68n	3.5-4.5

12,000 300 200-1500 650
12,000 300 300-3500 650
12,000 300 300-3500 650
12,000 300 300-3500 650
12,000 300 300-3500 650
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est den the angle of dive to 23 to 30°, the aircraft experiences a slight vibprion stick increases with the decrease of the diving angle and flying eyest. In
the latter case, the forces explied to the control stick mould be gradually decrease
of for recovering the siteract on the verge of vibration.

If more energetic pull-out in required, the structs can be recovered from the
full-roll with considerable withretion. Show the padds are in the returnit position,
that considerable withretion. Show the padds are in the returnit position,
the withreties of the direct cases not retail to a scall.

The axisum speed during the recovery from the half-roll should not exceed the
speed at which the aircraft enters the half-roll. The loss of allitate during the
half-roll amounts to 7000 - 3500 m.

(2) This entering the half-roll from an altitude of 10,000 a, energetically
sees the control stick bactward to about 70 of its full travel with a force of 10 13 kg. In this case, the aircraft starts witering as in case of a half-roll sector
from 5000 m, but the G-load does not exceed 3.0 to 3.5.

Liter aring the control stick betward, the figure yield decreases but if a
let varient section of the dive loncease the pulling forces on the acturant epythomatic varient section of the dive loncease the pulling forces on the acturant epythomagread at the dive vertical social concrease tracking its surfacts flying
speed at the dive vertical section of anyles of 70 to 60°, the value of
lited increases, and if the forces applied to the control etick are not decreased,
when the aircraft on the verge of whretion. The loss of militates during
all the preading the divise carles of 15 to 90° approaches the conditions of
slight vibration.

Pull out the aircraft on the verge of vibration. The loss of militate during



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return to particulat at positive angles of attach, and the other - at tagetive angles of strach) and the plant experiences varying G-local effects.

To perform the size roll, establish level flight condition at 600 km/hr 115, as the 15 - 20° means estimate and, after fixing this estitudes, encettly epploing state that the roll process the aircraft round its force-suched state into other roll. Then the six of the current either force that the control state to prevent the eitherst from partial and the control state to prevent the eitherst from partial and support from point, although plant the control state to prevent the eitherst from pointing the aircraft from some-droping by the everteer padel.

To reaching the 90° point, here moring the control stack binchward so that, with a six-rating the support of the control state of 1. 15° above the bond astrong that the six partial that the shellow position to prevent her reverse podal. With the six-ratin in the whole-six position to prevent the aircraft from some-droping current in the whole-six position to prevent the aircraft from some-droping (the antium prevent applied to the point about the neutralised. On reaching the six as the polat as no to set the polata has a to set the polata in a to set the polata in a to set the polata in a beautryl position by the end of the later.

roll.

After the alteract has reached the 270° point, Gradually more the control stick formed to person the alteract from mone-drepping.

Fits the alteract neuring the level filight actitude, set the controls for reconfigure, of other the alteract has stopped rolating, set then neutral.

DOUBLE (MULTIPLE) BERLEOWAL ROLL

215. louble (unitiple) borisonts 1701h are 6 combination of two (or more) rull fine in-17 attract any be used for carrying out both map; and slow controlled configuration of the controlled configuration of the controlled configuration of the configuration of th

Fig. The loop is entired at a speed of 600 km/hr.

From entaring the loop, set the sealinged speed and, then, apply plack presents to the control eitht to active children studyed, and, eithout released back presents in the carried study that the carried study be attracted to the control crease on the carried trajectory in the varieties place. Full the control stitle as a to entare benefit content to the carried place. Full the control stitle as a to entare benefit content to a director rotation (section visited) and a speed of 500 to 360 km/hr by the assays the director assumes the steels-up position. This executing the loop, camer the aircraft bank, since the seat seatlies to the loop being performed not in one place.

At the two of the loop, when the aircraft cone reaches the horizon, except by a fine aircraft to level flight is the sense the procedure of diving and recovery of the aircraft to level flight is the sense the procedure of diving and recovery of the aircraft to level flight is the sense the procedure of diving and recovery 77. For this property propose, the loop must be performed at elithides of 400 to all the procedure of the sense of 400 to all the special performed and the procedure of the sense of the performed at elithides of 400 to all the sense of the procedure of the sense of 400 to all the performed and the aircraft and the procedure of the control of the first ball of the loop being also or too brief, the aircraft any lose its speed 30 - 400 briefs.

resulting the top of the loop. In these cases, we plant at it allows are sold to consider the control efficient? The strength from the sagis mosed only after the alternate has drouped the area through 20 - 30° balos to surfaces. Here the posts strictly courted.

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GALIGE LOOP

ONLIGHE LOST

279. If before entering the normal loss the pitts establishes 10 to 45° bark relative to the horizon and parforms the loss, minimizing the setablishes 10 to 45° bark relative to the horizon and parforms the loss, minimizing the setablished tank throughout the manourse, the aircreft will describe a closed correct for pitus reclined to the horizon. This amenum is called the chitque loss, is said to the procedure of execution of the oblique loss is said to the procedure of execution of the oblique loss is said throughout the latty accurate with the controls and calmain the established has the particularly accurate with the constraint and established bank when the aircreft espreaches the loss top and, especially, when the latter is being passed. With the chirrent in the aircreft populates the loss of proteins, dean the heistent is being passed. With the chirrent in the aircreft included but to contact horizon that the latter is being passed. With the chirrent in the scaled horizon through the extended and minimal the bank of the aircreft relative to the contact horizon line and, consequently, at the top of the loss the part wing of the aircreft atomic line and, consequently, at the top of the loss the part wing of the aircreft atomic ble dayped relative to the horizon during the left-hand back (who the oblique loss was extended with the left bank), while the startcreft wing of the aircreft atomic be drived with the left bank), while the startcreft wing should be raised.

After the aircreft has assumed diving settifice, preas the potent to the effection of the potent, one the bank are consequently and the processing the drivertion of the bank increase, since this any result in the start of the oblique loss, do not less the aircreft reter round its aircraded rite, especially in the distribution of the bank increase, since this any result in the aircraft passing into the tight spiral.

221. During the initial execution of the chircle loss, the latter many the aircreft with bank bot exceeding 20°, The alt

222. Enter the loop and roll-off et e speed of No ke/hr. The procedure of ties of the loop and roll-off first balf is the same as that of the first balf at

loop.

With the circreft in the whesta-up position at the top of the loop and red
(the flying speed should be 350 - 350 km/m), once the sizerast through 550
(the flying speed should be 350 - 350 km/m), once the sizerast through 550
its fore-and-art axis (theoreb performing the half-crit) for which purpose almostly apply the country sixth a red into the desired redifor the axis should of course) stick soverest should be such as to turn the first sixth 2 - 1 amounts.

The rate and senior of courts stick coverant should be such as to turn the context within 2 - 3 seconds.

After the shirtself has reached the 50° point of the turn round the fore-and of sairs when the control edite into the roll and at the same the example for each shifted directions comit of and derivance the angle of estack to great lear of speak abilitied directions) comit of and derivance the angle of estack to great lear of speak minimal directions of the size. The someon the six-rate returns to level flight, stop the rotation of the size tart, after the rotation of the size tart, after the rotation of the size at the stopped, deceivants the excise.

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it). If the eyerd is less than NO in hr, when the executit is in the whether position, the pilot must perfore the mirrel loop. In this case he should not me tent to execute the loop and reliever as the shortest any develop spin who is not the performance of the eyest.

223. Then the loop and roll-off is performed from an altitude of NOO s, the alterest gains an eletitude of NOO = 2500 m.

255. For training purposes the initial flitteds for execution of the loop and roll-off sust not exceed SOO s.

256. For the loop and roll-off is entered at a speed exceeding NO halfs, the plies smoothly explice but pressure to the posturel stick at the beginning of the nature entry so that the alterest epoed at the top of the loop and roll-off is not sore than SOO halfs.

227. The soon abould be entered at s speed not aroseling the maximum level at typed at the given ultitude.

The soon can be performed at various angles of climb including vartical climb.

The print recovers the sirroraft from the soon by performing the turn. To recover the sirroraft extended to the soon by performing the turn. To recover the sirroraft extended to the soon of the sirroraft extended to the sirroraft extended to the sirroraft extended to the sirroraft extended to the sirroraft extended the sirroraft extended to the sirroraft

EAGGREEAD STALL

PARCECTED STAIL

200. The more is entered at a speed not according the maximum level flight PM
of the given bilitude.

To particle the hammerhead stail, supply back pressure to the control stick, and
the eiteract to climb at an angle of 60 - 70° to the horizons and seintain this stick and the start of the particle state of the particle state of the particle state of the particle and control stick, without changing the angle of climb
to the control stick to establish a back into the turn and at the same time spity prof
200.

20°. Fith the acceptant of packet increasing, deflect the control ethic slightly had been the attract; in the phase of turn. Here the circural mose has freely through the horizon, decree the either, planning to obtain the sindaw and speed by the becent the struct starte divice. The sirrest must be brought into a large spall by the action of claim.

Pall out the sirrest at a speed of all had.

Altitude has from the top of the hamachest stall to the moment the sirrest to level flight, takes up 700 to 900 m.

not use the termination are presently seems.

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化 一

2)1. Ascending and descripting reliable the surgerit are allowed as a flying speed up to the environ personal to one and it will fill the delication ensuring askety of sizeraft recovery from the data after performing the descending rolls.

The essercy of circural reals round the form-and-off axis should be started with pretising 100 descending rolls, then, 90 reals at thing angles of 50 to 70 and rolls in vertical diving. Having asketed the fescending rolls, part are to pretising insecting rolls, precise diving after the helf-roll or the second table of the 100, sown, loop and loop and roll-off, with the eleveral broad table of the 100, sown, loop and loop and roll-off, with the eleveral broad table of the source as normal species. Then, perform excelding the descending rolls in restination with the other fills are energies of the record speed and high elitation.

To perform 100 or 90 roll in the size, eight triat forward pressure to the entrol state, fix the given suche and reliable sizerest such this forward table through two or 90 roll in the size of the interest control at the fill and, when the aircraft to 10 to 10 fact of the preset preservery reference point, step receiving. Once to a 10 to 10 fact of the preset preserver from the time.

The filling teaching of 100 and 20 rolls a, climing angles up to 100 at the size of the roll, the fixing pool should be unitable to the repair off, at the behinding of the roll, the fixing pool should be unitable to the climbing state of the roll, the fixing pool should be unitable to the climbing state of up of 70 roll on any fight estititute or asserting any te recovered from the table or 90 roll on any fight estitute or showers, depending on the fliphin speed.

varid from the 100° or 90° roll to any flight account of the grade of up to flight opend.

Denours accurate performance of 160° and 10° rolls of clicking angles of up to 60 - 20°, the pilot should make use of typical ground reference points which mat be clearly violate on the tay like (ground). To gleromice the amount of rolls at likeling angles of (a) to 70°, the pilot should are use of the sun and reparate clade (if po-cable), is about also be oble to determine the assount of circumf roll by the rate of roll within a fixed time limit.

VERTICAL POTENCIAL

Decision and sediment this stitutes care and the stitutes and the stitutes are also to all the sediment that stitutes are also to all the sediment that stitutes are also to all the sediment that are also to also the sediment that are also to also the sediment that are also to also the sediment that are also the control still alignify all the control still alignify all the control still alignify all the sediment that the sediment that are also that the single still the sediment that the sediment that are also that the single still the sediment that the sediment that are also the sediment that the sediment that are also the sediment that the sediment that are also the sediment that the sediment th



provided the horizon, incelarate the engine r.p.s. to the minimum ones, each the abstract into dive by applying back pressure to the control stick, and, then, return the circumit to level flight.

If the room is noticed at a synd close to the maximum paralsaible one, and the acids of climb equals 60 - 50°, the pilot abould start 100° turn of the aircraft numb its free-noti-aft acids at a speed of 550 to 500 keVer and assume the challeng pentition planning to obtain a speed of not less than 300 keVer at the top of the vertical overrement, when the directaft nose is level stun the horizon line.

540 - THE ROLL

21). The 500° ascending roll is a combination of an ascending single roll with Mr-roll performed for the subsequent inverted flight or for scaling the sirrers

Cly, are you wanted the subsequent inverted flight or for sending the arrange and real performed for the subsequent invested flight or for sending the same as the speed at which the aircraft enters the soon, the 500° according rolls may be performed at employ of clinb up to 60°. The according roll flying technique in the same as that of the controlled horizontal reliable that the same at that of the controlled horizontal reliable to 50° here amening the flight accounter, set the engine at noticel reliable seame climbing attitude at a speed of up to 700 he/hr and an altitude at a minimar 1500 m.

Is soon as the aircred of 600 he/hr is reached at the preset climb angle, use short coordinated accounter of the controls to perform the 500° roll. Firth the directif flying in the whichelp position, etco the aircraft retation and, at a speed of 30° maching sply back pressure to the control stick to recover the aircraft from the reliable that the same clinbing attention and at a speed of 30° maching poly back pressure to the control stick to recover the aircraft from

the reli.

12, with the surrest in the wheels-up position, the flying speed nameds
300 ca/ar, since door the rate of control attack backward nowement, decrease the angle
speed and extend the speed brakes.

MANUALES VECTORISC BOIT,

Fig. Editiple according rolls may be performed at climbing angles from 30 to 60° and at flying speeds up to the maximum permissible one. The larger the climbing angles, the hitcher should be the roll entry speed. The nations roll entry speed about be not less than 700 km/km, emile the recovery speed must be antinum 400 km/km. The parentiarity of multiple according rolls constains in the fact that, with the increase of smilliple according rolls constain an entry speed, the moreomet of the modes of climbing the tap profession performing each of the section of the constant angle of climbing in the process of performing each of the section of rolls it is possessary to spylar forward present or the control stick, while in the whether the posterior, and more it back when recovering the street from the roll. After according to the control stick, while in the whether the reaccording to the section of the roll of the control stick, while in the whether the roll of the reservoir of the street from the roll.

TERTICAL PIGURE OF EXCENT

235. The restical Figure of sight is a combination of two loops sumbted by assembling and descending 1000 stillars rolls.

Self-successing the vertical figure of sight, with the aircraft rolling round brought into such loop should be 50 bu/br higher than the speed at mich the migraft is secured processed and single securing aircraft, the speed at mich the migraft is secured processed brokes - up to 50°.

239. Enter the dire from allitudes minimal 2000 a with the online pound and the according aircraft, the speed at mich the migraft is secured brokes - up to 50°.

239. Enter the dire from allitudes minimal 2000 a with the online pound and the according to 50° and 50° appears 1000° a.

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exciting a cornel loop, while the elector roll should be performed at the end of the first quarter of each loop, i.e., when the aircraft is at a climbing angle of a) to 90°.

a) to 90°.

This performing a vertical figure of sight, with the sircraft relling is the descinding answers, the species which the sircraft to brought into each loop should be normal, while the atleron rell must be executed at the end of the third quarter of each loop, i.e., when the aircraft is descending at a cluss-to-vertical diving angle.

HALF-LICP AND BOLL

216. To parters the half-loop and roll, set an sireped of 750 km/hr and evod the sirecast into a climb as in executing the normal half-loop.

In the sirecast mose means the top of the half-loop (75 to 20° enert of the hostica), check the speed and, with the indicated sireped of minima 300 km/kr, rell the sirecast in the desired directice by coordinated screenst of the central stick and pecal. After executing the half-loop perform a horizontal roll without changing the position of the noursels. If, at the top of the half-loop, the speed is less than 460 km/hr, do not perform the roll but and the assessment is normal half-loop.

ASCENDING POWER CHANDLES

237. The ascomming double chandled is a combination of the first half of a chandelle with the escending half-roll performed in the same direction, and the second baif of the chandelle performed in the opportune direction.

The stronger may be throught into a Gouble seconding chandelle at all altitudes and fining specia up to the maximum permissible cost.

Accolerate the storecut of the given altitude to the required speed and send it into a securiting spiral, with an initial bank of to⁰, by coordinated sovement of the southwise.

costrols. At the moment the aircraft has turned through 30° from the direction of the saterrar unity, stop the angular rotation of the sireraft without changing the angila of climb and, applying coordinated corsent of the control stick and points, parform a controlled 130° roll into the back.

As soon as the sireraft resolve the opposite 50 to 60° back, stop the aircraft reling and continue the seconding turn up to 90° in the per direction. The receivery rolling and continue the seconding turn up to 90° in the per direction. The receivery of the sireraft frest the second helf of the seconding bound be finished at a speed of minimum 150 km/hr.

DITE

2)8. Due to considerable loss of siturule and rapid increase of agend when polling the aircraft out of the dive, maintain the following dive angles at altitudes
above 2000 ms

(a) rhen the angles is running at minimum aperd, with the speed brains applied up to 70°;

(b) with the engine running at minimum speak, without applying the upend brakes -

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141. To live say be entered from turn, believed or streight flight. The liver strength living the entery will be obtained when the dire is entered from turn.

To not enter the dire from a half-roll at attitudes less than 3000 m.

The first that sive at an indicated alreaded of 350 ha/hr.

241. There the dires as an indicated alreaded of 350 ha/hr.

241. There flying at electrodes above 5000 m, the already may be brought into the standard alreaded sirpeds.

(a) from an electrode of 5000 to 6000 m - et an indicated alreaded of up to-

Entry (b) at altitudes shows 8000 m - at all level flight speeds up to the axima

538. When diving, check the correct at altitudes shows 5000 a by the slittle indicator reedings, and at altitudes less than 5000 m - sloo by the speed indicates rectings.

246. Then diving check the simpled at allitudes above 5000 a by the squad indicator reschings, and at allitudes less than 5000 a - also by the squad indicator reschings.

245. Start the five recovery in such a way that the pull-out speed would not exceed the nature permissible value.

246. Pull out the aircraft to really if realing is observed, slightly corresse the victor tendence the six-raft to really if realing is observed, slightly corresse the pulling forces on the control which and continue to pull the aircraft out of the dimension of the control with the structs of the correct control which and continue to pull the aircraft out of the dimension of the control with the structs from retering round in force-and-out axis axis during the structs from retering round in force-and-out axis during the should be aircraft start retering round its force-and-out axis during the structs and the structs from the direct control stick and proble to stry its information of the structs from the direct from the direct start has not been applied to stry its the reterior of the control aircraft axis has not been applied to recover the aircraft from the direct control aircraft which is recoverable to strong the structs are recoverable to the structs of the stru

case and integer this for rotation etopologic

(b) effect of thireart banking (when the aircraft rotates in the direction of the
back);

(c) measuity of splying considerable pressure to the control stick to build

up blood, which bacpers compating recovery, with simultaneous maximum use of siles

251, Part Fringer salitation is sirreaft,

at the control of stitute of the entire above 11,000 m, in case of maddon unpressured in

its storett or failure of the entire above 11,000 m, in case of maddon unpressured in

the location of the entire above 11,000 m, in case of maddon unpressured in

its storett or failure of the entire above 11,000 m, in case of maddon unpressured in

the location of the entire storett and an attitute of above 11,000 m, in

the location of the entire rotation are a maintained to the consending time of the confidence of the control of the confidence of the conf

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(b) whire the engine common letter to low speeds (c) on reaching the given citive region been it constant; (d) after graining an ellitude of 11,000 = N,700 s, mostly save the control size backward to pull the eitherest cut without allowing it to many fire afforms applied to the control stirt during the pullbor, any reason considerable values, thereone, the aircraft pulls out reliably.

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VERTICAL DIVES

252. Fertical dives both with the speed brakes used and without thus are ellowed from altitudes of 12,000 m and above at all speeds up to the maximum level flight

22. Fertical dives both with the speck brikes used and without then are alices of free altitudes of 12,000 and above at all specks up to the anxiem level flight speed. It greates the altitudes of 12,000 and above at all specks up to the anxiem level flight speed. It performing the hair-roll, Shile rolling the air-raft over to the wheal-up position, pull the engine coursel lever all the may back. The behaviour of the sirraft, were appreciate the vertical section of the days in the seans as in-reforming additional expectations of the sirraft in the vertical dive, because the positions of the air-raft in the vertical dive, so the coursel start forward, checking the positions of the air-raft in the vertical dive, with the speed by the position of the air-raft in vertical dive, with the speed for the arrival three specific increases with the increase of desire, speed, from the dive is entered at maximum level flight speed at an altitude of 40,000 e, the speed of the air-raft as an elittude of shout 1,000 in resches the naximum when of 1250 1250 km/hr (see read by the thin pointer of the speed indicatority, with the presence forces on the control state, the pilot is mable to keep the air-raft in the vertical diver. It spites of the large presents forces on the control state, the air-raft particular decreases the fetching angle down to 70 - 70° before it reaches an altitude of 3000 a section of the too 120 km/hr (as read by the thin pointer).

255. Start the vertical live seconstry, with the speed hears experimently into the situation of 3000 a section of the control state kink with an effort of 20 to 55 km.

To this case, the air-raft pulls out at an eliticate of show 5000 in without reaching the flight condition at which control as likely to be observed.

256. Start the vertical live section of the annovar preferred with the speed bricks expelled, from an altitude of 40,000 a, with the situation of show 50 km, the air-raft separations load of 4,6 to 4,8 G for 10 - 0 accounts at the vertical section of the production

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Commence of the second

50X1-HUM

Institute is the time straperty on the terrical section of the disy and him-poil, that extering the days not hadronli of the markow level flight speed, on the speed craise restricted (and all the same with the speed brainer estending), as the speed indispert by about rethree check the altimater scale readings. 27. Start philling the situant out of the vertical days performed without a plung the speed brains also at an election of the less than 600 m (as read by a situater). The central stirk forces required for pulling out the interest sake of 20 to 15 kg. The advance pulls out level at an altitude of about 5000 m. Do not keep the sincered throught fato the dire at speed close to the sating then 500 m, with the situants diving or a close-to-opt angle at an electrical first factors. So without a great throught fato the dire at speed close to the sating level flight speed. No without on any other phonourum interfering with alternat platting are the strate to be spilled for recovering the alternat from the vertical day, the strate to be spilled for recovering the alternat from the vertical day, that the speed brains applied on the beginning of the entry, are considerably for reassed.

ereason. At the said of the pullout, the pilot has to keep the electraft from chicing to larger ancies of ottack and from theration by reseating the control stick.

POWER DIVE SITE ENGINE MONRISO AT COMMAN MATERIA

PRIE DITE ITS MINITE ENSITY AT CREAT LATING

Od. Four dive with the excite running at contact retting, without applying to pred brakes, den the alternate in brought into the dive from a stright and level fright speed at any through into the dive from a stright and level fright speed.

The early at elittates of Mining speed up to the maximum level flight speed.

Enter early at elittates of Mining speed up to the maximum level flight speed in all predicts that the strings in the flight increasing pressing forms on the sanital elitable pression of the maximum level flight increasing pressing forms on the sanital elitable increase.

At lower stifutes, the small and dive angle attained when entoring the hadron's row a level flight, at small and dive angle attained when entoring the hadron's row a level flight, and the small street speed increase readings, with the dive at the same area of the contact that the dive at the street is the street that the diverse readings, with the divine of Mining and Street, the affects to be applied for keeping the alternation in the diverse through anomal to 10 - 50 km lefter the singerst genus the alternation in the diverse through anomal to 10 - 50 km lefter the singerst genus the alternation in the diverse through the diverse that the same form of up to 15 - 20 km to calcula a confidential land of the assume levels and a confidential land of the assume levels and a confidential land of the advances to the diverse of the diverse of the control stick of the attracts in broad land according to the street in the diverse of the control stick and large pressing forces on the found attack. He results and a confidential land of the angles of the foundation of the diverse and the diverse and the control stick. The attracts in broad land preventing forces on the control stick. The attracts in broad land the control stick and the control stick in the still still the site and the control stick and the control stick and the control stick. The attracts in the control stick and the control stick

121. Do not epply the elector tris teb in the dive. The charge of elevator tris teb position in the power dive with the engine running at condet resting "see not have any considerable effect on the behaviour of the struckt. The efforts to be applied for keeping the aircraft in the dive ettitude rapidly increase in both extract so the applied for keeping the aircraft in the dive ettitude rapidly increase in both extracts positioning at combat rating does not crease any considerable changes in the tebration of the aircraft.

The forces to be applied for keeping the efforts in the power dives, with the engine running at combat rating, repidly increase any constituence of the flying speed at any location of sizerath 0.6.

The speeds gained during the dive, at equal values of control stick pressing forces, on an aircraft with a forward 0.6. location are higher than on an aircraft with a react 0.6. location, which extracts forcard 0.6. position corresponding to 20.58 MM, the speed developed at an altitude of 10.000 a, with the forces explicit to the cuntral stick equal to 0.3 - 35 k, does on surved 1.00 metric, and that at an altitude of 5000 m - 1200 km/hr (as read by the trailes of public, forces on the control stick are up to 25 - 30 kg. The recovery of the sincraft does not result in any considerable 0-locade due to wereasing of streath controllative.

The forces required for builting up a load of one 3, when recovering the air-raft from the dive, sharply increase with the increase of flying speed and reach about 50 kg per 0-unit et an altitude of 10,000 a and a speed of 1100 to 1200 km/hr (as read by the thin pointer), this eases that the change of control eith force from pressing (55 kg) to pulling (25 kg), with the sirrerit pulled out at an elitinue of 10,000 a and a speed of 1100 to 1200 km/hr (as read by the thin pointer), build up a lead of sout 2 6. In dive recovery, with the decrease of the flying speed in 100 to 1200 km/hr (as read by the thin pointer), build up a lead of sout 2 6. In dive recovery, with

The infi-IT sixtraft does not have any reverse bank effort to us the same of the infi-IT sixtraft does not have any reverse bank of the speed indicator and the same of the infinite and infinite and infinite infinite infinite and infinite a



. Is rectilised divine, the aircraft banking develope gradually and say to the same by the atletone, and the flying speed may be increased by 40 - 20 backs been the atletone, and the filter speed may be increased by 40 - 20 backs been always and involves full or partial deflection of the ailurent.

To stop bending in rectilinear diving, as well as in the level flight, is rate the engine and extend the speed brakes, and only them exters recovering chiracti from tobe dive.

SPIRAL

266. The spiral is normally perfected with a s5° bank at a speed of 500 km/s, continued to the surface running we the minimum speed.

In the surface entering the spiral, assume gliding ettitude at a speed of 500 km/s, continued to the spiral, assume gliding ettitude at a speed of 500 km/s. The spiral spiral with a bank of not neare than 50° by occurdinated acreary of the scarred stick and point.

167. Decrease or increase flying speed during the spiral by respectively shaped by the situral fore-manufactures and include the spiral spreading or insering the situral cone). In all other respects the spiral appearing receiving an smallest before the spiral appearing precising or insering the situral cone). In all other respects the spiral appearing receiving as smallest that of the banked turns.

260. Nating one turn of the spiral settered at as allitude of 5000 m the situral state maying one turn of the spiral settered at a spiral speed before properly recovered from the spiral spiral

The recovering the alterest from more tight opinels, with the sport before recovery increased to 950 - 800 ha/hr 113, the loss of allitude is atalized to 200 m.

200 m. No. Pith the landing from red flags extended, the spiral is performed at in-reased engine speed (ONCE to 8500 r.p.m.) at a fixing speed of 350 km/ar-200. The intrast is recovern from the spiral by occurring the account of the county state and pedal, simplementally increasing the stored while recovering to 8 circle filight. The angine speed say be increased also after spiral recovering to 8 cilding.

ieral flight. The angine speed may be increased allow which we seem of self-size resovering from a tight spiral, with the aircraft fore-and-aft all inclined to the horizon of an angle exceeding 10°, first, remove the bank and, then recover the aircraft from the dive.

772. Slip the aircraft, with the filtre and lasting gear oxtended, et as indise the starpent of 200 taylor, with the angine running at this return, and the starpent of the time the slip, established beats, and emultaneously press the potal in the start of the beat to prevent the sirroraft from turning.

Be streamed align establish with a bank of not more than 10° and the nutter for the start of the start

by definence, the sirefact from the ally, resure the bank by the control effect and release the sirefact from the ally, resure the bank by the control effect and sirefact the proportion with the value of the case decrease, then, estellish a normal citing acids.

7%. Fith the landing feet and flaps retracted, ally is normally performed as included sire, and of NO taylor.

PATE THE PARTY OF THE STATE OF THE

275. Curry out training flights with the TE-1 world suit on in accordance with training exercises intended for nest-ring individual flying technique and electric.

contex.

Carry out the first flight in the anti-6 sait for detarmining 6-tolorance at low (minimas) or high (suntame) presence, there exist to the initidual specific features of the pilot's organism, one and the same 6-load on the exist related by one part of flying personnel at low pressure, and by the other part - at high

features of the pilot's organism, one and the same G-lad can be easier tolerated by one part of Thing personness.

Maild up G-load not extending? - a during the first filights and landrage if foring the next filights to 6 - 7.5 by performing craftleness and sarobaths sameware.

Increased speeds.

Do not build up G-load extending?, store it may lead to residual strains in the sicreaft structure. The higher the filight plutifule, the leaves the G-loads which may be attained. Thus, due to the arcolamic properties of the shorterft, it is impossible to goin G-load equal to 8 at altitudes about 6.00 at the sancterful and the obtained of a latitude of the for Inc case as accelerance is not insulted in the sirraft, the sanker permissible G-load on be determined by the red warring hap loaded to the left of the eight I the warring lamp lights of the city. The warring hap hearted to the left of the eight I the warring lamp lights up determined the files are determined by the formal to the Laft pressure central and an election of G-G-M pressure straing unter the I the warring lamp. Heart may be formable the same than the W-life aircraft, which is not quipped with a hydrollide baster in the elevator resured system a G-load of 6 and shows to preschiently impossible, when the elevator resured system a G-load of 6 and shows to preschient presents built up in the CG-Loading and serves as a saming included in the large furners acting on the control stack and the large amount of elevator deflection.

A considerable pressure built up in the CG-Loading same serves as a saming included in the conversion the singular from the fire, with the singular may be found has the serves than GCO reparts the singular from the fire, with the singular from the fire, when the conversion was the walke of pressure and control unit may prove its officient on the surface of the pressure source of the pressure source of the singular from the fire, the pressure source of the should be caused. Therefore, while recovering the singular from the surface ane

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The first electronic spine inactivately only in these cases who the pile cases a limited to the pile cases a limited to the case of the ca

Australia realitions at resident reter spind and spin characteristics

Figure strain for some than case and a half turns.

Figure Manifold of Minister Fills Sprin Any Spid Characteristics of the Strain Manifold of Minister Attended Fills Sprin Any Spid Characteristics of the strains of these statements of the strains of the strain

If the electric.

With the profession of the present and control estate moved all the emy back, the air control state in the direction of the present point and entere the spin less energy that in the present point and shape are retracted.

Compute the increase when the landing cone and flags are retracted.

The scent the strength enters the spin is indicative by considerable either in alternital in-dis (green) on the control stice and points. Dis borroutrything with the attick during the bashed burn, cannicia and loop is guided by considerable storation which warms the prior well in advance about

50X1-HUM

Experience of consistence was excellent which were the place that all prices to state of the control link during the banked turn at a speed of 100 - 10 male, the situral recovers energetically free the hankel turn at considerable spiritim and bases in the direction operate to the banked turn and, then, into the load turn, and salves a descending roll.

If the preferring a chariella with stick overcontrolling at a speed of 600 to 100 mp. on the load turn and salves a descending roll.

If the aircreft expressions the top of the loop, with the stice evercontrolled, its charies rolls through 100 round the fore-sud-aft axis after which it stalls attracted rolls through 100 round the fore-sud-aft axis after which it stalls are the control of the loop of the

side is sorted all the way book, the altered contact of the present periods.

(3). In all cases of aircraft withering during the performance of flight as cap polling the control etick or push it elightly until retreates discontinues.

(30. While breaking into the opin, the deflection of aircrass into the spin (with a left-head spin, the control attick is saidted to the left) or against the (with a left-head spin, the control attick is shifted to the right) does not have considerable effect on the neture of stall.

AIRCRAFT RESERVICUS IN SFIR

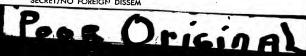
ARREST EXAMPLES IN STIR

285. The behaviour of the Wal-Traincraft in the epsh, with the controls relly
deflected into the epin (with the alternate in the neutral printed), slightly differe free that of other (nummers wing) righters and is sainly to the bearings of
the FTF Wal-IS aircraft in spin.

The epin of the west-of eighter and is shirted to the bearings of
spontaneous charge of recently both in the left-chart mill the rightspontaneous charge of recently both in the left-chart mill the right-shad spin,
the relation of the aircraft both in the left-chart mill the right-shad spin,
sitten, it, one a rule, irregular. In size cases, restly in the right-shad epin,
sitten, it, one a rule, irregular spin, the eigenful training every helf or
the property of a turn in the precise of the spin, the eigenful training the sitten of the eigenful training of the relation of the deflect
the directed does not charge to a reverse spin the section of the sittent in the deflect
the directed does not charge to a reverse spin the spin extend in the deflect
the directed does not charge to a reverse spin the spin extend in the deflect
the directed does not charge to a reverse spin which sixts and pedals.

and small alternating losis are falt on the content sixts and pedals.

The augle of localization first fore-estimate acts of the eigenful the bardtra suggle of localization for the fore-estimate acts of the eigenful case with the localization of the directed in the right-thansulform than in the left-sheed one. Cultivar relation is extited in the right-hamsulform than in the left-sheed one. Cultivar relation is extited in the repairspin through one — two turns. In some types of alternat the rotation is to a lift-hand
spin through one — two turns. In some types of alternat



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Then in the regular epin, the stretch rotates continuously eithout etcps or delays; the angle of inclination of the aircraft fore-and-aft exis to the briton m rice within 40 to mo and the alternating loads on the control stight and pedals are

notices lie.

In direction of one regular coin turn is 3 econds and the loss of altitude per
turn during the regular spin sales up 300 - 350 m.

286. The type of spin depends on the position of allerons when performing the

288. The type of spin depends on the position of allerons when performing the answerer.

The deflection of the allerons into the spin in the process of the samener essection (the occared stick tening shifted to the left in a left-hand spin, and to be right in a right-hand spin) increases the irregularity of the alreract retrievable of the arteract resistant and the samener extension are frequently and for a longer time, rather the coses the bortion, and the consent the receiven stops banks into the opposite edite without satering the spin of unabler direction. Stops in the sireract rotation result in considerable without satering the spin of unabler direction. Stops in the sireract rotation result in considerable without sate forces and the control to the neutral position.

With the collerons deflected against the spin in the process of the answer escention, the rotation of the sireract in the right-hand and the left-hand solite is uniform without slowing down(the argle of inclination of the aircraft forcession-fit aids to the horizon being 40 - 60°) and with a resy elight rois and dray of the sireract more. In this case, no silerating forces are full on the coultrol edith and forces in the secural position, while performing the spin and two faigs the controls spilled into the epin, does not affect the nature of spin and the retaints or the aircraft rotates essentially almost continuously and the prince of the interest rotation send will back, the aircraft spin becomes steeped and more energetic.

29. With the control stick norms full back, the sircraft spin becomes steeper and norm surgetic.

The aircraft rotates energytically almost continuously with an inclination again of the forces on the control stick and postals are of a variable nature.

20. Than the speed brakes are applied, the spin characteristics and its recovery proceedure remain practically undiscred.

271. The change of aircraft C.O. location within the C.O. operating limits does not have any considerable effect on the spin stayecteristics and the recovery from it.

272. The G-loads during the spin are inconsiderable and are not practically fail by the pilet.

SPIE RECOVERY

SPIR RECOVERY

(3). Recover the aircraft from the spin in the following sequences
(a) energotically apply full perial against the spin, then, after a quarter of
hair a turn more the introduction for the spin, then, after a quarter of
forward and in the process of the spin recovery the allerone should be held nevering
(3) efter the aircraft accounts, insedistely set the posels normal
and, on resulting NO both IAI, grainstly pull the aircraft out of the divering after the perial has been pressed for recovery, the rotation of the aircraft
alors down before the formation and a quarter or half a turn, the control settle
most be accel correspondingly earlier, at the notest the sirraraft proteins has stopAfter antition as

ped.

After anisting the control etick forward, the aircraft drops its nose in area cases about this by 50° with increase of retailing appeal and stops rotating appeal and stops rotating appeal and stops rotating appeals after a quarter or mail a turn.

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gas. Is case of an irregular spin, the deflection of controls for recovery at the season the rotation has stopped, results in insediate recovery from the spin with season the rotation has stopped, results in insediate recovery from the spin with set daily. It this course, to recover the sirregit in it is necessary to set the pedial seatral, more the control stick toped the source) position and stan the flying speed as 100 km/m is received, pull the sirregit court the dive.

Tith the controls deflected for recovery at the means the structic rotation has espeed, the sirregit recovers from the spin after not any thin one turn. From a regular spin, the advanced recovers after energists and real deflection stated within one and a helf turns.

The forms to be applied to the controls to recover the aircraft from a regular spin, are suspined higher than in recovering the aircraft from an irregular spin, are suspined higher than in recovering the aircraft from an irregular spin. 325. The failtening of the aircraft from the spin. Sith the alleans deflected against the spin, while peaking the control stick moved forward, done not affect the recovery of aircraft from the spin. The spin additional spin and additional spin and the spin according to a regular spin and the spin.

The forms required spin.

The form recovering the aircraft from the spin, do not apply the ailcround equinat the spin.

1%. Bith the pressure on the possile and control stick released in the precess of an irregular spin with the control street defined from the spin turn a tacked direction strength replical section of the control street propelly desired direction strengths spin, the preliminary of the spin and the propelly desired them recovering from an irregular spin (simultaneous spinienties of the possile and control stick fails section of the controls is not reportly desired the recovering from a regular spin of the pedial section of the controls. See while section of the controls is not reportly desired the recovering from a regular spin with the

street of up to two and even arre turns, and may even lead to the failure of the struct to recover from the spin.

Not, loss of altitude after two spin turns with subsequent recovery to a level flight makes up 1000 to 2000 m.

Not, If the adversary radia to recover from the spin, spily the controls into the pie spin, i.e. press full podal into the direction of the sirerary rotation and spily body pressure to this control string haif a turn later, report the recovery from the spin. Thile doing so, check to see that the allarons are not opplied against the spin.

300. If the aircraft fails to recover from the spin, the pilot must shandon the sirereft at an altitude of 2000 m.

ENTRABLISM BELL FEDRALEM

301. If inadventent spin occurs, bring the aircraft in fereloped a stealy spin by pressing the potal in the direc-rat applying forward pressure to the control stick, thus, we will flight.

... before iv has to to the turn or aircraft to le50X1-HUM

Yes. If the pilot fails to keep the eigeraft from myly and the latter asters SECRET/NO FOREIGN DISSEM (e) that the engine control lever all the way ben't

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- (b) detaration the direction of eigenvect rotation;
 (c) apply the controls into the spin and testimaise the milerons;
 (d) was the spin recovery procedure, discussed above.

INVESTED SPIN AND INVESTED SPINAL

INTERED STEE AND INVESTED SPIRAL

NO. The EAPLY circrets can inadvertently noter the inverted spia or to invested and and in a case of flagment errors in flying technique or in case of objects pushing of the podes and coursel stick, with the controls being fixed for a long to the section of the processing flight annexars at an indicated air-pend less than 220 might with the aircret in the testle-up position;

(b) in level flight then looking spreed and dropping into a normal spin;

(c) the improperly leading the controls in recovering from a normal spin;

fifth the aircret secting the invested spin from the wheele-up position, is poforms an irregular (with negative G-load) half-roll or a 5-50° roll; then, nates extspins, and the procedure of the model and controls and entere the irrera

spins.

getically a nose-down-wing-over, essues the wassle-up position and enters the interest spin.

Always publing of the point and control stick and their fixing in the above year time in level flight, at the ansant the stream's drops into a normal spin, will aim the sixteent energy flight, see its mose, roll into the whosle-up position and stream the interest energy flight is set its mose, roll into the whosle-up position and some first the allerons are deflected against the spin, the sirroraft portions an irrord vill with event in the difference of the deflected point, then, energetically and measurements, assumes wheelen-up position and anters the invaried spin. When the alternated deflected into the spin, the sirroraft dass not order the invaried spin when the alternate may entitle the invaried spin and the recovering free the anneal spin, the direction of the present point, and the position of the control deflected for recovery is retained effect empeting the retestion of the sirrarit and changing the latter to negative angles, the three positions are sufficiently to the present point.

The measuring the inverted spin, the prior is subjected to alternating negative closely, while the control stick and probles expecting some

THE COULT PROVIDE IN INVESTED SAIN

ALECLIT EXAMINES IN INVESTED SOME

304. After entering the inverted spin, the adverants wakes one or one and a half
can of an weateney inverted spin which is characterized by:

(a) irregular returned on the irregular tops in the vertical plane;

(b) someterable Threaton or the sirregular nove in the vertical plane;

(c) alternating forces on the controls.

After one or one as batt turns of the unsteady spin, the aircraft charges to

a steady inverted spin which is characterized by:

(a) regular returned of the sirregular tops in the vertical plane;

(c) horse constant forces on the controls.

When the aircraft is a steady inverted spin, with the aircraft as each real position, the angle of inclination of the aircraft fore-and-set axis to the horizontal position, the angle of inclination of the aircraft fore-and-set axis to the horizontal position, the angle of inclination of the aircraft fore-and-set axis to the horizontal position.

see makes up approximately 130 - 110°. With the allerons deflected against the opin,

nee makes up spirorizately 130 - 110°. Sith the allerons deflected against the spine the spin becomes shallower.

In a weedy furnition upto, with the allerons in the neutral position and as well as sith the allerons definited options the spin, the pilot does not see the harmed burious. Owing to the invested extincte of the sirrest, the invested statumed burious. Owing to the invested extincte of the strength, the optimization as space and the location of alleron's direction of rection for bothers, the optimization is space and the location of alleron's shaped, in an invested spin the six-cruft always creates in the direction of the pressed point. The duration of one time is 2,5 to 3,0 seconds and the less of allerone per turn is 300 to 400 s. The right- and left-hand spine differ but alignity.

AIRCRAFT EFMATIOUR IN INVINION SPINAL

305. During the first one or one and a hilf turns it is practically difficult to distinguish the invarted spired from the invarted spire by the behaviour of the airment. Reverse, by the and of the associal turn the pilor one easily describes that the sircent is in the inverted spired which is normally characterised by:

NATE 1 in the inverted spiral union is normally challenges up-(e) increase of speed; (b) lower rate of engular rotation than in an inverted spins; (c) larger forces on the controlle; (d) larger negative G-loads which increase with the increase of speed.

RECOVERY TROY INVESTED SPIR AND DIVERTED SPIRAL

MINOTEST FROM INVESTOR SPIR AND INVESTOR SPIRAL

306. To recover the aircraft from an inverted spin or spiral, proceed as follows:
(a) sows the engine control lever backward;
(b) set the option control lever backward;
(c) set the option control lever backward;
(d) set the pricals and discreas in the FMUTHIN position and standardscapely pull

the carried either to ellipstly lackward of moutred until retention stops;
(c) after the aircraft rotation has etopped, pull the aircraft out of the live.

In this case, the eleverant steadily recovers from the invested spin eithin not

more than one or one and a half turns.

The lose of allitude during the invested spin recovery, beginning from the sesent the possis are set neutral and up to the mouset the aircraft returns to lever

flight, satisk up 1700 - 2000 a.

If, with the aircraft recovering from the lavered spin, the control etter is

effected backward and to the else opposite to eitereaft restion, the aircraft recovers

from the spin with a greater delay (within one and a half or two turns).

If, during the timested spin recovery, full peak in presend site the spin, the

strangt may fail to recover from the spin, in this case, the aircraft say change

from linested to normal spin if the central ritation deleveral and to the

slide apposite to the presend paid. Televating of the controls is the surrected spin

streamle has not recovered from the invested spin down to an estimate of 2000 s, the

plice though the streamle.

II. MICH IN APPEAR A WAY SECTION S. INCHESS.
AROUND AD INCHES V.C.) COLUMN IN DAY SECTIONS OF THE APPEAR OF THE APPEARANCE STORY.

307. The safety of flying in adverse weather conditions, accurate instrument ap-th and landing using the 003 system and 003 with PC3-4 landing systems are ea-

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(a) good moveledge of operating instructions for flight instruments and single (a) good modelings of operating instructions for rings instruction and since ratio merigation equipment (b) reliable operation of sirreraft equipment and ground side of the ONE and Co-backing systems (c) proper satisfactors of flight attitude of all stages of instrument express and ladders.

j -- 50 --

and landings

(4) correct and timaly estimation of flight wanther conditions;

(a) propelly training of pilots in flying under adverse weather conditions; from the COS instrument landing system.

306. Flights in adverse weather conditions at the weather minimum presented in the given airfield was performed with mandatory implementation of the aircraft and to field radio and lighting equipment.

EFFORE PLICES

SONE FILES.

39. Majors INC flight, the pilot should sake sure that give horizen 1724, or somewheling directions affect, be-altitude ratio elitiates FR-2, altering site compass affect in expectations operate reliably. Measure recessor, site compass AT and other filight instruments operate reliably. Measure recessor, theat the shore instruments stationally for proper functioning. Knis correct new to the filight tild desicing fluid.

30. Spreaded the desire of the filight of the filight with a facility fore bottom 1824 is temperatures from \$50 to \$1000 not later the 1 at the state of the case-off, for which purpose, before reliabling on the instrument purpose that the state of the same state is a second, for which pulse the order of the same reliables for operation, it to the same state of the same place of the same plant increases of the same plant of the same plant of the same plant increases of the same plant of the same plant of the same plant of the same plant increases of the same plant of the same plant increases of the same plant of the same plant increases of t

IN PLICET

13). Moreal flying is advance weather conditions largely depends on the correct near for horizon readings.
To cruck acture occurring in the gare horizon readings, proceed as follows:

(a) perfect course at a bank of 20 to 45° then gare horizon ATE-I is exticulated.

on () with on the gree lection in flight only when the aircraft is in the lect flight, the gree heritor realities will be correct 2 micross after it has been cut in the with those of the interest of gree borizon realities by corparing remoterability green's the teoretectures of gree borizon realities by corparing remoterability gravity that the corpast flight (or NT-5), a rate-of-climb indicator, of Mis. It are the gree borizon for a green produced the continue to fly by the realities of the training of the training of the training of the product of the configuration of the desired product of the training require special attention and preliminary

BITARD AND ECONARD CECOE FORTERTIES, INCIDENT APPROADS AND ECODES COMP COT INCIDENT EASOING SISTEM AND FOR— MAINER CONTROL LANDING STOTES

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STORM AND PODE ARREST CONTROL LANDES STORM

115. After take-off, retrict the landing over and, or an estimate of minimum
100 school the readings of the gyre horizon against the school settines of the atmcode relative to the natural horizon, then, gradually increasing the climbing acque,
there is attract to climbing, beinging the true adopted up to 700 km/r, with the
surger the storest residence, while doing no, with the strendt climbing, the indicated stroped and the readings of the retwo-finish indicator will decrease. Climbing and cloud parastration during alars flights or rights for air target increacipties
are performed at take-off (combet) engine rating (14,500 r.p.s.) and a true along set

of 50 ke/hr.

16. Instrument approach and leading, with implementation of the 600 interment
leading system on the 600 system with the 500-s redar control leading system on the 600 interment
leading system on the 600 system with the 500-s redar control leading system, say be
performed by the site restangular procedure for the 500 that size rectangular partern approach procedure.

The main instrument approach old leading procedure used when leading approach to the
relating store clouds, is the strength-fin approach procedure. If the system to the
runsy is not accurate, or the pilot countre error in the judgment for leading, which
requires government procedure, or if the visual landing approach by a small traffic
pattern proves depositable, perform approach and inding using two-fot currency
procedure or the wife rectangular pattern approach procedure.

INSTRUMENT APPROACE AND LANDING USING STRAIGHT-IN APPROACE PROCEDURE

100. Approach the outer beeing station as the assigned flight level or at 200 to 20 sever the cloud top from any direction, heating first required the flight control of control of the co

22. Expending on the stitude, the rate of descent, when on the landing course, \$20. Expending on the stitude of 7000 m - 30 m/sec, from an stitude of 7000 down to \$20.000 the form to an attitude of 7000 down to 6000 m - 30 m/sec, and from an al-titude of 600 down to 700 m - 5 to 3 m/sec.

23. At an oblitude of 200 m, around a level flight attitude and continue flying



- 60 -

...

at the sitiude (in the clouds or unior the cloud bess) until satering the cutar ander beacon tors, having decreased the fijing speed down to and harbor the siting, of us sixeful ten specific the object the satering the cutar scarce is 20 m.

No. After satering the suter marker beacon some, inactively shift the suters to readle corpus runge frequency bad to the frashency of the infer marker beacon and, astimizing the ratio station relative bearing equal to 0, fly on the increase, beacon. After passing the order archer beacon, decrease the speed down to 30 miles bearing beacon. After passing the order archer beacon, decrease the speed down to 30 km km, with the order of concern the control of the fly on the integration and descend to an initiation of which the sitting of the state of the saterist the passing the inner marker beacon, set a glilling speed of 260 m/dr, finalize the leading estimation and periods a state of the saterist right after cloud penetration (speed is to higher the alternation to recorrectly altered with the leading image, set.), while a governed out request electrone to make visual approach for fining the colored or, depressing on the wester conditions and terrain, instrument spreach to clouds units two-10 km approach procedure or the wide restriction pattern approach.

170-180°-LINA AFRICACE PRODUCE

177. In case of tissue approach, when the pilot decline to make a two-1.0°-var approach be should look the time when the circuit passes the lines marker beaut at clink on an attitude of 200 as a a verticul speed of 5 afree.

The above the late the respect of the leading course.

Then above the late respect of the leading course.

Then above the late respect of the leading course.

Then above the late the respect of the leading course.

Then above the notion and cattors to fix at a speed of 500 labbr, introducing a failt correction into the eigent test of the capeed of 500 labbr, introducing a failt correction that the strength position over the read and any 30° bank turn to intercept the final opproach course, in the second bill of the tar, causes the hard value to obtain circultures estiting of the pointer of the AFRICA causes the hard value to obtain distinctions estitling of the pointer of the AFRICA causes that value to obtain circultures estitling on the pointer of the AFRICA causes the hard value to obtain distinctions estitling of the pointer of the AFRICA causes the fail appreash harding for 30 seconds. Fifthin the above time is less if flight on the final appreash harding for 30 seconds. Fifthin the above time is less if flight on the final appreash harding for 30 seconds. Fifthin the above time is relice, decrease speed for a to 50 table, untend the landing gear and deflect the flight of the attract position even the ratio and start decreasing with a foreign and the obtained of 3 - 3 even.

At an attritude of 200 a roturn the attract to level flight, decrease need for 600 mg/m and start the attract position can be attracted to the flight position entire flow of the foreign of the attract to level flight, decrease need for 600 mg/m and start the attract position of the flight position and the flight position of the flight position and for the flight position and for the flight position and flight position and the obtain the flight position and the flight position and fli

NAME AND AND PARTY OF ADDRESS PARTY OF PARTY OF PARTY OF PARTY.

3.8. The going eroud for meating a leading approach using its safe contenguar pattern procedure at a speed of 5.0 maxim, which approach using its safe contenguar pattern procedure at a speed of 5.0 maxim, which the electricate.

On the elegand of estimated that, after proving the input narraw beauty, turn to remainful for through 90° and continue to climate the one admittable of 90° means a vertical speed of 5 whose. Having related the prescrited abilities, return the abscribe televis firsh, estatuming a speed of 500 km/am.

On resulting 200° (120° prelative beauting of the radio estation, perform themsical lag with side of the particular and the audio gentles.

Being reached 100 (1909) relative theoring of the radio station, once a sense jug runn through 90°, and on reaching 200°(190) relative hearing of the radio reaching states from the sense of the radio reaching after his tense of the radio reaching after history-ping the final approach course, while on the Jaces level fright jug accesses speed then to 450 km/km, extend the strength are defined to first N° 5 cmm, report ower the radio and the strength at the vertical point of the States. At an addition of 200 m return the atmosf to be red fifth and return to

y meet, at ma distance of you at return the appropriate context of the following speed down to AND Zerbar.

generating the state of the filter type white in the time may be that of the filter spreading the state of the filter spreading.

SHE-PRAYED FATHER CHIEF

301. Then approaching the similating their to see them

(a) the electric barwoors of your and beds structed are not off:

(b) the safety grands are borking the upper first control probabilities not to which electry purchased to the control stitle.

(b) the satis attraction to control on the control stitle of pressure is leafficient, check the secreptry system and if the value of pressure is semal functioning of the brakes.

301. Decrease engine speed and, if necessary, apply the speed orders to set a found speed of SOC kertz, then, enter the striked traffic pattern at an electric of one.

LANDING GEAR VALESTICS

332. Extend the landing over before taking to base leg, turn as a flying speed of 450 ba/or, by obstitug the landing germ lever down (Midballa), the normal dimenion of landing germ extension is d to Disconder.

333. The extraction of landing pear has morbed by the contest protourier of medical indicators, by the Clark of Juves secting large and by the full pressure value in the Purposition system (140 to 100 kg/cgan). Est the landing germ lever am the Midballa (Midballa) publicular before taking our the already to the parameter place and Popping the segime.

Advisoring Condition 5 prestitions between earning of the figures of the control edick from the extraction the learning general release the forces of the control edick for the elevator tria tabland lock the spet becomes.



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API COME POR MANDENA

About it is necessarily the landing sent, fig the aircraft level and perform him for man or a speed of AO to he. Differed the loss lag at a speed of SO Table. Seface turning the aircraft to fired lag, from the fire, first in the whole position (30 dem) and, then, in the healthm position, and shock the extend of the flags by the sample lights and the aircraft indicator located on the first by the sample lights and the aircraft indicator located on the limits. So for recove the bind from the figuresized until the flaps are completely

Do not recove the hand from the functional until the finger are completely interest.

336. The first turn should be executed as a waged of minima 300 befor with the interest engine egent, the astrocks must be recovered from the final turn at as the interest quantum 200 s.

Exting turned to final, set a great of 200 to 250 keVer and gillde at the above typed up to the beginning of invalidaments.

The pillot will fill for institute rectualize on instingificant sipilotation of preand finalize the interest by shoulding interesting agend.

339. To case of interest probable this entire agend.

339. The strocks are finitely at the set.

339. The strocks are finitely at the set.

339. The strocks are finitely as a final deprecate probable from any stroke form to the consideration of the finite of 7 m.

339. The strocks are finitely as of 7 m.

I to i entante, or year of 300 km/hr, he will assume culmbing estitude and gradual constants the firms agent.

At an allitude of 100 m and m A and of minimum NGO mm/hr, retrest the flags of the another approach for landing. should appear to later. The straight is a straight of the collection of the collecti

333. At an electron of 33 - 25 m entit the gaze towards the ground to the last and forward at 10 - 25 angle, and forward at an angle of 15 - 20°, to the point of Start the descending of the point of t

If during leading the pilot looks at the ground through the standard if the cockpts cancey, then, with the sinnert tellooning (bounding), the ground turbule still be covered by the front section of the alignate, presenting a false imprecision of the height of ballooning, as a result, the pilot is likely to what can mirrare excessive and emergence poshing of the control stick and, then, excessive and congretive poshing of the control stick and, then, excessive and congretive pullars of the control stick, which say result in bad believable for early stick extracts.

342. After two axis wheels contact the ground, the pilot should not apply editioned book pressures to the control stick but hold the control stick in the trubitions pressure until the none wheel conset to think the ground, the direction of rilet's rision being the sace as during the floating procedure.

343. As soon as the none wheel none to the direction of the already the other resulting on three shirtle, the open drops from the area of the already the other certificial procedure.

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started rolling on three shocks, the up not drops down to a walks preventing the size-cord from infitting off the ground; the pilot must shift the gate anext and begin brack-ine procedure.

The pilot brakes the should by anothly applying presume to the brake laver, i.e. by gradually increasing presume so as to pull the leven to the brake laver, i.e. by gradually increasing presume so as to pull the leven to the first-single stop in the end of the size-far presume so as to pull the leven to the first-single stop in the end of the size-far the size-far of Prince and should show to the unitage.

Frances necessary to reduce we length of landing run to the whilm, press the first-size leven in such a say as to pull the lines leven to the scond-size map by we end of the landing reall.

Jake Energetic branks; at the end of landing roll asy result in ground loop to stone side. If this is the case, lower tor brake there to release the reach, are the public in the castral public and the castral public and the castral public and the same side of the latter than sevilable in the main air supply system using the landing of the silvenit, incediately open the rocks system energy sensity verse on the cockpit starboard after the aircraft has begin stardy landing roll, far we have lower in the castral trade of the latter have been appliedly if necessary, unpresures the cockpits, open the campy and cut of the sharest transporter and the six structure company.

JAP, After a flight mission involving firing practice, axen on the six structure from

parate the ground to the latt of 15 - 20°, to the point to compare and the AF automatic radio compare and the AF automatic radio compare to 15 - 20°, to the point to the ground and the alternative to the ground and the alternative to parate of the control of the alternative to the point to the point to the alternative to a point to the point

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and eliminate the tenk by energetic s. Historica of the petal eventual the tenk, is the shought seams the grouph, tend to on ten mein wheels by explicing full tenk pre-

In case of high levelling-out (shows I m), stap pulling the control which and, then with the localing speed decreasing and the element's neuring the ground, paring about landing on two same wheeles.

GOSTHER LISTING

349. While leading in a crossraid, the pilot will correct the drift of the un-craft by complage the openiod wing low.

craft by complage the openiod wing low.

lows, because, at a higher velocity of the stail, the deflection of the prints wy
prove insufficient to correct the drift, since with the raider deflected couplingly
and the discense applied, the aircraft bank white alipping before leading does not
sensed to.

[50. When leading with amunition completely used up and an exergency fuel reserve, the forces on the control stick are rether small and during retriev after
leading the atteract pitches were intensely and may status against the ground with
the furshape firs. Leading in such conditions requires a rectar attention on the pure
of the pilot.

LANDING OF UNTEVED POPMAY

354. Leading on an even my west mornly down one disches from that on a contrat-

35. Leading on an even up and numery to-a and differ area who.

First,

Rice lunding on where or and, or set alias early invaring of the nume short,
whose the attreast pole-and right returnative great and while contenting mount great
any fay of the ground speak and involves touching.

For heading on unpayed rumbay the brakes must be used gently: the province
when to 1.5 - 2 k/s/sc.cs. or first, and, then, up to a - 5 k/sl.cs. Perfore sitering
the rumbay increase the engine speed alignly beforehold on as to prevent the sircraft from stopping and clear the latting rumbay as quickly as possible.

Butte taxing on soft ground, clear the gas temperature.

SPORFIES HAVING

350. If the engine was running on the ground at a take-off (contat) rating it 2500 mpc. for I min, set the purpose, run the engine at 500 mpc. for I min, set the engine at 500 mpc. for I min, set the engine control lever to the file retting position of mn the tagine for 30 seconds, then, unpresenting the cockpit (if the inter has led to the h

presenties).

35). With the engine control lever set to the idle rating position, close the full expects (lift the storock hadds all the way up) and out off all the circuit breakers, except for the circuit breaker of the situreful bettery and the fuel besidence. preserve, except for the circuit breaker of the efforable bettery and the pure page, he seem as the engine turbine edge rotating, out off the battury and board page circuit breakers by the eight of the ground engineer.

Set the leading zero edge and the ground engineer.

of the latch to the right, and not off the leading sear electron estable.

334. Address results the cocycly, the pilot which do the following:

(4) disconnect the local cocycly, the pilot which do the following:

alterest corygon apparatus;

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4

(b) disconnect the pull chein of the parachula oxygen apparells from the things?

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wall

(c) disconnect the bree of the MEX-1 anti-G eity;

(d) disconnect the cord of the parachuse release control wit from the east are
rest to erold parachuse opening.
To release the time anexamous for preparing the pilot for the mast fright, it is
almed to leave the parachuse in the coupit.

355. Other occessary instructions to the ground empineer for eligibiting failty
is strendf equipment which have been detected in flight.

VIII. EMERGENCE PROCESSES

PROCEDURE OF FROMBLESIAG ERGINE AFITTER IN MITORI

356. If the engine cute off in flight under visual setoprological committees, proceed on follows:

395. If the engine cute off in flight under visual asterphysical conditions, preced as follows:

(a) immediately close the fuel stopcode;
(b) ain't the engine control leven how to the idle resting position;
(c) atries ATO on the sugine failure, stitute and position;
(d) cut off the GREGATICH and the circuit bretter of the aircraft transporder.

395. If the excise failu at an electrical bretter of the aircraft transporder.

396. If the aircraft is in the visitute wine ZOO a, do not try to state it,
proving on the situation, proceed as failures.

(a) If the aircraft is in the visitute of the aircraft and the altitude of
flight persist the aircraft to reach the aircraft of yelling, retted the labeling (ser
fail priors a landing)

(a) If the flight is performed over even ground (seatow or ploughland), sake a
forced greatput landing)

(b) if the flight is performed over the ground somitonle for a forced gramp
landing, standom the aircraft using the ejection each.

395. In the event of angine failure at an aircraft show above, the proceed as the state of
395. If the pullar fails at an aircraft view of type of a careful, he checking the retting

395. If the seaton fails at an aircraft view of 1,000 a, descend at the autions

395. If the seaton fails at an aircraft view of 1,000 a, descend at the autions

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395. If the seaton fails at an aircraft view of 1,000 a, descend at the autions

199. If the sogin; fells at m strume with present actual present present appeal does not an altitude of 1,000 - 10,000 a, checking the verus of futig speed.

300. In case of engine failure in flight under edverce variety confliction, the plies flying at an altitude of above 2000 a, unuall proceed as follows:

(a) change the size-rate to doscenting stitude;
(b) change the size-rate to doscenting stitude;
(d) advise ATO on the engine failures:
(d) descend below the cloud hase only in a straight line;
(f) when contain out of the clouds above 2000 c, start the engine and out in the formation and the size-rate transpositor.

361. If while descending in the clouds with a failed engine, the eigens and out in the clouds of the clouds are sized engine, the eigens are to the clouds before an altitude of 2000 at se resulted, or has our rout of the clouds over the ground not autitable for safe forced limiting, the pilot chould absorb the aircraft using it a cycliffor area.

302. In all cases of engine failure, salls flying is clotte at an altitude below the pilot chould absorb the aircraft using it a cycliffor area.

303. Then the angine fails during a might flight et altitudes after 2000 a, the pilot chould absorb the aircraft using a might flight et altitudes after 2000 a, the

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pilot should try to start it. If the angine has failed to start before an elitrate of 200 s is reached, and leading on the lighted runsay of the home startfeld proves in possible, the pilot should absolve the aircraft using the sjection sees.

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MOINT STATUTE IN FILED.

MOINT STATUTE IT FILED.

MOINT STATUTE IN STATUTE TO AN STATUTE IN FILED.

MALATTER describing the statute to an statuture of 6000 m (or with the engine out off at an elititude of loss than 6000 addressly after its catting-off), but to statute the filed speed at NO - 120 km/hr and start the angine, for which purposes (a) can in the exercise facilities by setting the chance-over estick to the interest of the filed statute of the filed statute (a) can in the statute of the filed statute (b) types the fael suppose to to 55 seconds after outting in the ignition (c) excluding the speed and temperature of enginesses, emobally shift the same statute of the statute outside falls to start, shift the engine counted lawar at the same rate in the opposition counted lawar extended falls to start, shift the engine counted lawar at the same rate in the opposition to savid estate increasing, pull the engine control into the file rating position to avoid excessing speed corresponding to the engine counted lawar at the engine scale size the season as the engine scale state increasing, pull the engine counted lawar at in the life rating position, out off the starting facilities (the engine lawaring described (the starting facilities) and for the region engine seating and out in all the previously estable eff.

(a) as the require described and cut in all the previously estable eff.

(b) are the starting facilities of the engine control lawar is set to the life return to a start of the first energy, close the atoposity and return to a start of the first energy, close the atoposity and return to a start of the engine control lawar is set to the life return to account the engine scale in the state of 1000 m.

The reliable exacting little of engine scarting increases with the decrease of allitude and the close exacting little of engine scarting increases with the decrease of allitude and the close the starting little of engine scarting increases.

The reliable starting limits of engine EE-1 are characterized by the data present of in Irole 8.

Peliable Starting Linte

-	Indicated speed,	Rotor speed of imperativ
5000 4000	200	engire, min
3666	300-400 300-500	1000
		800- i150
≟: >= :	Art	600-1230 800-1350 out closing the etopologic stars it sture and a senarel increase of
Calle in	E a saisere in fliche att	SUC-1350 sure closing the ctopcock, since it sture and a general increase of

IN WALCAST UNDER WINTER OWDINING. WOULD MENTA,

365, the altitude and flying speed of which reliable starting of engine Main curred under winter conditions, depend on the temperature of fuel in the aircraft

in secret under winter conditions, depend on the support of the constitutes and the temperature of first in the first tanks equal to -16°2 (which is ormally the case when the afteraft is parked for attians 2t hours at a temperature of an alternal rooms to -00°0; the reliable centring of expins 2f-11 in flight on an alternal rooms to -10°0; the reliable central specified for expine 2f-11 in flight on an alternal rooms to -10°0; the reliable central specified for expine 2f-11 in flight on alternating at extractions and the specified for expine 2f-11 in flight central part of the engine at altitudes part of the engine at altitudes the specified part of the engine at altitudes and specified part of the engine at altitudes and specified part of the engine at altitudes and specified article from altitudes.

plone 600 m. Belieble starting of the engine in flight or sittinies and speeds indicated in this 8 is slee provided for after gliding the aftersit with cut-off engine from altitudes of 50,000 to 11,000 m, since in this case to overcooling of the engine times

Figure 3. Then the temperature of fuel in the sircraft fuel tanks is -20°C and less (the fuel temperatures which may be observed when the sircraft in parket for about 28 hours at a temperature of an axistant six of agricultural solid six of the control of the c place.

Then the temperature of fuel in the electric fuel tanks is -20°G and less (the

PRODUCTURE OF EXCOURTERING PROCESS LOGGE

366. Shen the angles is logar, the engine speed does not increase with the engine faminal lever shifted forward, but renaice unsitted slightly shows the right filler rating speed. In this case the pressure as fuel is low but not less than 8 - 10 M/sq.cm

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and the temperature of generale low too. The engine may oncome logary at an eltipode

the temperature of case is low too. The engine may necess loggy at an elitimal ever than 700 s.

367. If the engine is loggy, proceed as follows:
(a) put the engine control lever to the IDE RETHE positions)
(b) ret is the isolating values:
(c) slightly morining the sights control lever forward, set the required engine
(c)

(0) suspensy arranged and gas temperature cannot be restored, descend to an elitimate of 6000 as a series of 6000 as (a) are eliminating the engine logging, out off the isolating valve and New for the landing airfield.

Somes 4 The loggrending restores its normal operation without any interferent on the part of the pilot with the aircraft descending down to an elitimit;

2. The should been in mind that a loggrand a spontaneously cut-off sotime can account to the confident.

PROCEDURE OR ENCOUNTERING SHGINE SURGING

PROLITION IS MANUALISM MOUNTERING MOUNT SUMMING.

M6. Excise surging can be detected by the change of usual sound produced during operation, the drop of sugile speed, and replid pine of ges temperature behind the tending from surging is mostly observed at translant writing realings, who accelerating the strikes from surging for surging and surging results from surging appear to the section from surging accesses fuel feed at translant reting by particilly sulling the expire formed lever until surging discontinues. Fith surging support, stin the required deplies reting.

M70. Intuits surging may occur slee when flying at a high altitude in olist, with the surging return a sealing surging. In this case, to eliminate expine surging, decelerate the engine, apend up the alternate and decrease the flight elititude.

PROCTOURE OF EMCOUNTERING SADIO COMMUNICATION FAILURE

PROTOCHE OF ELECTRICAL SADIO COMMINICATION FAILURE

371. In all cases of median feilum of radio communication, proceed as folices:
(a) check the attachment of plug commentor in the releast adapter cord;
(b) check if the fund communication to the same and the large of the control communication on other channels.

If radio communication feilum that fight and the cloud base, do not extent the load, attachments the flight and sales of the sales of the cloud communication feilum that the sales of the cloud system of the flight and sales, check if the arrest transponder is cut in, ing the flight conditions, and, using the radio as the attention, ethicity-quintulerization specific the control of the communication fails turing a might flight, proceed in the sales will pass flight in course many and like a flare of any colour sheat turning finel or after floading to our parts of the parts of the passing the ourse many as set to give a signal for estating on the lapinity local. It is bosing section in proposed.

bots, if the homing section is provided with additional equipment, the con-cepted flight control officer can be received through the Alf Authorities compared the control of the purpose, with the transmitter functioning p secretary, for which surpose, with the translitter functioning pro(a) advise the smood on whiching-over to the AFK outcombit reals car
(b) set the BADIO OCHIANG SECRIFIES (DEED AIK) characteristic for the
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BADIO COMPAGE (AIT) pistings.

(c) Cut the function series to the ratio compass control page) in the

Loca (ARTOMAD position, and the charge-over switch EST - TOLS CALT-FILE)

- In the Voice position was to the charge-over switch EST - TOLS CALT-FILE)

Loca which periodically in the Company Configure of files, est the income which periodically in the Company Company otherwise, the

course indicator will not show the direction to the boding series estation.

PROCEDURE ON EXCOUNTERING GIRO ECRIZON PAILURE

SOCIALTE ON ECONTRAINS GIRO POINTAIN FAILURE

JPA. Fillure or incorrect residings of the gro horizon in flight is detarated
in any flight statutude (level fillath, clinblue, descent or basied turn) only by comparing the resilings of the waste grap of flight instruments taken jointly,
JPS. If the Erro nortern is featly, pass owns to piloting the silvent by the
nurs-and-elly indicator in conjunction with the appeal indicator, rest of climb indicator, eliterator, and IMT resolve-residing groungswater company.

Saintain the flight withing checking the roll control with the turn-and-elly
indicator, pitch countrol — with the speed indicator, situater and rets-of-climb
indicator, and directional control — by the turn indicator with additional check by
the groungsette and outcometic radio components.

PROCEDURE OF THEORYGENIES SPEED INDICATOR PAINTING (total-pressure line defective)

(total-pressure line defective)

376. The failure of rged indicator may occur not insedictely but greinally. Therefore, first take sure that the speed indicator has failed. For this purpose, without changing the engine opend, cauchly change the engret to descent or climb checking the actitude by gret borizon iNI-4 and by the rete-of-climb indicator. If the opend reacting do not couply with the flight extitude, with the other instruments function normally, it eachs that total-pressure lite has failed.

377. Should the epred indicator fall do operate, first check the satisfied of the plot-estatic tude hoster and charge the supply of impact pressure from the sain plot-estatic tude hoster and charge the supply of impact pressure from the sain plot-estatic tude hoster and charge the 18-166.

Check the flight extitute by the realings of the gree horizon, whise speed indicator, rate-of-climb indicators and elitaster.

In case the speed indicator fells to operate, it is straight to assistain the engine speeds indicator in table 9 at various flight extitudes and during e straighting approach for lending.

T = > 1 . 9

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Plight ettimula	Indicated aire;ccf, km/hr	Yertical apeed, m/eec	Ergina apeci, r.p.m.	Pitch engle b	Notes 7
	2		1	5	6
Cliab	500	15	10,500		innding year am
evel flight at altitude	500	0	9500	0	Suze
Maximum andurates condition	ا من	į	1		
et altitude 3000 m	1		2700	0	Sate
et altitude 5000 e	1	٥	83.0		Size

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G112++ to eltitude 2000 m Landing Sear of tended, flays deflected 20° dem Sene Sene Sene Sene Sene Sene 450 from 2000 to 1000 m from 1000 to 600 m from 600 to 200 m Level flight at altitude of 200 m 450 450 450 460

Note. Shen flying with drop fuel tanks, maintain higher than the epocks given in the table.

FROCEDURE OF ENOUGHER REPORT INDICATOR. RATE-CP-CLIMS INDICATOR AND ALTHROUGH FAILURE (pitot-static tube line defective)

ANTE-CY-CLUS LANGIAGE AND ANTIGORM PAILURE

(plot-static rule line defective)

375. Similtaneous failure of special indicator, rate-of-cliab indirector and citisater (plot-static rule line facilty) is first detected by the behaviour of the reteof-cliab indicator whose poince esticle structly in the sarp position or elowly resprode to the derivation of the controls, and eiro by the realings of the allifecter
prode to the derivation of the controls, and eiro by the realings of the allifecter
and return the controls of the controls, and eiro by the realing of the allifecter
the ratin instrument ensuring piloting of the clinting of decending attitude.

The anin instrument ensuring piloting of the calcrait in afterne weether contitions with the pilot-settic tube line defective, let the IRT-1 gyro horizon, operating
in conjunction with the expine speed indicator.

The fifting ebore 2000 at a flight clittude is determined by the realings of the Page pages of the pilot special proposition to determine the flight
elititude by the FRIL compits elititude and presence differential gauge.

From an utilitude of 1200 a four to the ground markine, the flight altitude is

379. Perform approach for landing when fright over the cloud top. Intercept the
landing course shows the clined top an accurate so possible. After extending the landtine gauge of the Page page of the page and of descent and without changing it enter

Article turning when descending in cloude on the landing course.

slouts.
Arold turning when descending to cloude on the landing course.
Faile descending, maintain the flight conditions indicated in Table 20.

	-			
	Iltitude.	Inc		Table 10
		Prech angle read on arro	Treine speed	Special Ectes
		*: FFEE Ca6	7.4.	
	C2 to 4000 a	2	-	-
	(cockpit eltitude source	10	7500	
	500 e)	1		the restinge of the LINE
-		i		torm to the laster con; see con-

1	- 3	,	
From 4000 down to	,	8500	the AFK sutcastic radio company reads sero Keep the readings of the IPM remote gor mangeaths compans and AFK automatic radio compans un-
7200 1200 down to 200 m		3500-70,000	eltered

50X1-HUM

so no a sith the aircraft coming out below the cloud base, fly it by the acgine speed and the pitch angle, theroughly cheering the cititude by the PB-2 radio altimater and by commands from the ground.

300. If the instruments have feiled under seather conditions allowing the pileting of the aircraft in pair, and the pilot has been trained in downward cloud penetration in an entation in an electrical star by the flight control officer, when flying over the outer bosing etation and perform an ep-rach for leading in pair.

301. If the thickness of clouds is very large and the cititude of the cloud base is too low (below 200 m), or in case of poor visitility under the cloud base and instricted training of the pilot in downard clouds prectation by the readings of the grow horizon pitch angle in conjunction with the engine speed value, the pilot should take a decirion to abandon the aircraft by ejection on the parallelion of the flight control officer.

PROCEDURE OF RECOUNTERING TIME REVIOUS-SERVICES GREEKAGESTIC COMPAGE PAINTERS)32. The failure of the renote-roading gyronogratic compass to determined by the fellowing indications:

fellowing indications:

(a) the compone readings to not correspond to the actual airmore besiding;

(b) the compone readings to not correspond to the actual airmore besiding;

(c) what executing a banded turn, the echans course indicator fails to read the change of airmore theading or the change of the compane readings is justice.

(b) If the compane fails to operate, first acts extends the compane circuit because the interpret of the interpret of the compane circuit because its in a first the next is reported the because its interpret of the interpret of the compane in conjunction of files by exiling the reading described by the reading compane in conjunction with the reading direction finite.

In advance resetter conditions and at might the leading approach about be parformed with the besign of the reading compane in conjunction with the reading direction finites.

PROCEDURE ON EXCOUNTERING APE-5 AUTOMATIC RADIO COMPANS FATHERS

PROCEDER OR EXECUTERATE INFO. INVESTIGABLE AND CAMPAIN FAILURE

188, The AIR entonatic ratio congess feature is determined by the stationary position of company joining, with the direction of flight changed, and by the continuous

Potetion or oscillation of the ratio coppers pointer.

If the reach coppuss fails, sake sure the ratio congess circuit breaker is out

is only the function swatch counted on the ratio coppus counted panel is set in the

CMIME (ARMIC) particular. Deposit the flight country officer on the operation of the

beating station and check the adjustment of the III-5 radio coppus. Existing the

Thigh stituted by the gyrecaption congress when approximing the III-5 radio coppus.

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radio bearing and by interrogating the leading sirfivid control poet. Should the ra-dia compass feel was firing in clouds or slows the cloud top, perform a leading sp-proach with the help of the governments compass, by requesting the radio bearing and by ecommands at the flight control officer.

- 72 -

Commons at the lings, constructions to the correctness of the radio cospass readings, it is nowed precision to the call signs of the correctness and the construction to the call signs of the correctness at the Labor Officers of the Article 1 and the correct of the Labor Commons of the Call signs of the call signs of the call the correctness of the Call signs of the call

MOCEDIAR OR ELECTRICALING FIGHTING ESCIPICAL MITTING DURING MICH. MICH.

receives to secondaries institute the resistance relief person blair fallow.

365. If the serigation light feel to operate, act with due care, especially the approaching the sirriely, and report the position of the aircraft to the filight contract. With the healthful in a sound condition, periodically out in the healthful in a sound condition, periodically out in the healthful in the position of the aircraft.

When earning the position of the aircraft.

For a harding the place of a figure great pot in except of any harborate. The healthy the place of the light fitter harding the first light the compilete that has the compilete that harding the light filter has not seeken.

If the light filter has not seeken,

If the light filter has not could be alterwised than, thus resulting in blanding the pilot, insechasily out off the leap fleested.

PROCED LINEING PROCESSES.

186. In case of power-off forced laming the pilot will make approach for landing with retracted laming gear and flaps at e.g. glide speed of 150 km/hr. Se should not be recipilated to be reading on the principle processor only if he is should be read the laming gear and flaps extended the speed in glide should be 200 to 270 km/hr. Setting gear may be recipilated to the speed in glide should be 200 to 270 km/hr. Petracted, the flaps lowered by means or engagesty procedure, and the supported loads released, the gliding speed in this case should be zept at 270 to 260 km/hr. Gaussians 1. Perform forced laminar with the lacting was restricted only on ne-

Cautions: 1 me ginding speed in this case stoud be kept at 270 to 200 km/hr.

Cautions: 1 Perform formed leading with the Losing gray retracted only on natural project, but breakboar of concerts or noted Finney leads to the project of the project

the seet pan.

30: To case of forced landing on unfriendly territory, the pilot about destroy
the transitive receiver of the sireraft transponder, for ealth purpose he should
press the destruction button (the red land) on the destruction control panel will come
on) and take necessary measures for destroying the aircraft.

INADIAG CETS TED MILE ENCASSEDA FIL: GOING NEGOCIORES

MADING CREATED PLANS EMERGENCY LITTRICES PROCESSES.

369. If the sain extension epsies fails to extend the leading gear, the pilot will resort to the gene caregacy estension procedure, for which purpose he should (a) put the leading gear control lever in the neutral positions (b) pull the right-time duty for emergency disencedement of the nesewheel and (b) pull the internal plans of the security of the internal plans of the neutral positions (c) pull the internal city for disensionant of the part wheel strut looks (d) check if the strute here come off the locks (the maning large should go out see the part of the security indicators should come out ellertly).

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(e) set the leading goar control lever for extension; (f) open the landing goar emergency air bottle velve on the comput right-hand

parely

(g) oback the landing gen: extended and extrate locking by the varying lamps and (g) onese tye and the general state of the second state of the selection of the second state of the second

Caution. Do not retrart the landing gear in flight after energopsy extension of landing gear.

Asoning gear.

Should the soul and scargency extension systems fail to extend laiding gran, land sirreraft only on an emuliary unpared runes,

30. For exergency extension of flage, proceed or follows:

(a) shift the flap control lever all the way down (55°);

(b) open the flaps snargency air nottle valve on the right-hand panel of the

cochpits
(c) check the extension of flaps (by the varying lamp on the left-hard parel and by the sechandical indicator on the left-hand simp);
(d) close the flap extension energency valve after accomplishing the flight and cutting off the engine.

PROCEDURE OF ENCOUNTERING FUEL PRESSURE DROP AFTER FIRST TANK PORP

PROCESSES OF MICROPHESIS FIRST PROCESSES FOR AFTER FIRST TANK PROP.

351. If the lamp of the free pressure venting unit has Grashed up during the filight, check if the circuit travers of the boaster electric pump is set in.

If the boaster park as car of, writeh or the circuit breaker when frying at an altitude of less than 5000 s, without charging the engine rating, and while flying at a slittude of 9,000 and above, first each the angine speed at 10,000 r.p.s. and, then, out in the circuit breaker of the boaster pump.

392. Do not fly the aircraft of altitudes alove 9000 m with the fuel pressure surring unit leap burning.

PROCEDURE OF ENCOUNTERING ENGINE FIRE

393. The indications of fire in the engine some are;
 (e) burning of the red warning lamp so the left-band gamel;
 (b) acoke strip behind the aircraft tall, which can be easily detected during

(c) probable increase of exhaust gas temperature and presence of anoke inside

compact.

334. To extinguish fire, proceed as follows:
(a) close the stopcock and some the angine control lever full back;
(b) cut off the full bootice and tracefor purps;
(c) decrease the flying speed down to 3:0 - 350 km/hr, using the speed excess libetim.

(9) decrease the figing speed down to JUD 300 awar, using the speed sensitive controlled to extend the artingulabor starting botton.

195. Should seed set into the cochitt, close sir dilution on the oxygen regulator, unpressurise the occipit and cat in the weithertien.

196. After the first has been stopped, do not start the engine in flight and the sircraft with the engine out off.

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PROCEDURE ON ENGLEWISHING SENSUATOR PATTAGE

397. The father of respection in flight can be detected by the burning of red warring kep and by the ameter residence in the instrument pointer residence.

384. If the granutor fails when flying in clouds or during a night filler, do not following.

384. If the generator fails when flying in clouds or during a might like, on the followings.

(a) when flying at altitudes below 5000 a, switch on the radio station resolver, (a) when flying at altitudes below 5000 a, switch on the radio station resolver, control instruments, principle companies, the control flying stationards, principle companies, and succeed in the flying the flying of the first tube heater, ultra-wisels are naviestic station (b) than flying at altitudes above 2001 a, suggest the boater, and succeed in the resolution to the consumer influence above 2001 a, suggest the boater only page 100 to the flying at altitudes above. The plug should be cut off after the servent has descended believe 3000 at all the plug about the flying station to the companies of the servent transponder cut in intensitiesty in a sight flight, when the ultra-wisels language on our and light up seeds in 1-2 stations, and the visitility of control instruments is impaired, sake use of the situations.

).

399. With the generator failing and the communers fed from the aircreft testing moordane with the procedure discussed in Rice 398 , the ears flying time of the rate agree up 18 to 22 minutes for day and night flights.

Monte, the above and flight lights are given for battery 12 CAV-20 built Over Cont expectty, president the battery has been used for one engine starting.

Most, the slove ande flight limits are given for battery 12 CAV-20 brains the slove ande flight limits are given for battery 12 CAV-20 brains the content of the parties, fredded the battery has been used for one engine service.

It, with the governor failing in filty, ell the power slopely common are in it, too flight time attitude the discreast battery consumer flying safety sakes by 400. The indications of battery complete discharge are the feiture of ratio states of the same of battery complete discharge are the figure of ratio states and the same of the first states and the same of the same should be associated to partie in the date of the same and the same and the same of the same continues to operated to the same instrument expression of the lating using instrument leading fellowing with the same time through the same instrument expression and same instrument expression and same instrument expression and same instrument expression and same time the same of the same same of the same

DESCRIPTION OF THE PROPERTY OF

and the sector of incomments from speed there is pliced in the sector conferenting during take-off (in the process of the take-off can take standard dispositions the take-off and take measures to applify stop is

affects.

We aff the region speed crops to filent at an electude of up to 1000 m, of the legisling valve estimat changing the engine rating. At electudes above 1000

gifs the engine control lever to the idding rating position, before cutting off the isolating valve, with the isolating valve cut in, set the required engine rating by good and slow sowement of the engine control lever.

Sois. Earn figure at this explose control lever.

Sois. Earn figure at this littuies, with the isolating valve out in, the explose speed rates are lively to emmed the perminately matter interface, when the engine speed and, if necessary, declares the engine sy returning the engine control lever.

35. Engine speed drop, involving switching-on of the isolating valve, iteriffes to a serious darfur in the fuel pumps. If this is the case, discontinue the flight and land the sirerafe on the main or elternate airfield.
Out off the isolating valve circuit breaker only after landing.

- 4

ASOCADAND OR ANGOLADESTIC VITAGOS BOOGLES AVITAGE

406. The alleron booster failure is recognized by great alleren forces on the control atick and by booster system pressure gauge restings(the pressure crups to save if the eileron booster fails to operate, but it off with the help of the control 12274

Javel flight with the sileron booster out off is eafs. Newwer, the leading of sir-craft with the cileron booster out off requires higher sitection on the jest of the pi-let to elevant flying due to considerable growth of sileron forces on the control show.

<u>Caution.</u> Do not practice confidence and aerobatic maneuvers if the eileree booster is uncerviceable.

PROCEDURE OF PROCENTERING FOR PERMATEUR

AGO, In all cases of ice formation the prior should cheek whether the beater of the sain pitothetatic tube and carryancy prior than filips is out it and about nake proper use of the saircraft anti-teing system. In case of the formation during system is a filips in the proper use of the sircraft anti-teing system in level filips that the proper use of the sircraft anti-teing system in level filips that the saircraft anti-teing system in level filips that the teing state in the saircraft above the cloud top. During downered cloud pensional on not not an interest that the filips remove the file of the saircraft and the saircraft and the saircraft has come believe the cloud base.

If the windshield in cowered with les than prestrating clouds by a group of attact, remove the file clear before the group resolutely. If a group of attract, the cloud base, the group leader should take measure you group of attraction, which has attracting devices used by the plains, he must expanse the group laterally at each intervals to commune enfety of flight.

Out in the anti-teing device internitionally by 1 to 5-seconds pulses at 00 to 5-second intervals, with mindrum consumption of fluid before accountaring the ensay and prior to laxing the sirrorfs after accomplishing the flight airston.

For better removal of ice cross, increase, if possible, the inficated alrepted to 200 laxing at another second intervals, which sittings are since the proper due to 600 suchs at high altitudes.

CLUSTY PROTESSES AND EXPERTED PROCESSES

408, the windice procedure in the most reliable method to absolue the strange to manyancy. The ejection is rafe both at high flying eyesus and at various estimates of the atrends in eyes.

409. All the horseance and notions of the pitch absolute practised on the ground.

. به تجمعه

SECRET/NO FOREIGN DISSEM

Peor Original

. 50X1-HUM_

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to perfectioe, the pilot should be able to find by finger feel the ejection eyemmenting sechanism lever (face screen), and. To shouldn the alturnant equipped with the ejection seet, whose firing sechanism is actuated only from the levers inserted on the seet arm rests, proceed as follows:

(a) charge the aircraft to level flight, if possible, and reduce the speed;
(b) take the toes off the pedale and jut the fest on the seet foot rate;
(c) less tightly spelars the sest bank, press the head against the head plate and look the fear harmes;
and look the fear harmes;
the campy, for which purpose anift the cempy jettieon lever all the way forward; the campy jettieon acchains sakes it possible to jettieon the tam py only from the front (closed) position; both with the pressurised and the ungressurised cockpit et any speed;

Fote. If the examp fixed;

Fore. If the emopy failed to justice after pushing the emopy jettice lever, the pliet can drop it by pressing with the thinks of both bank against the tall excitons of the lock control levers, having first unpresonation to

cocryst.

(e) make the decopy is jettleound, rest the feet against the seat foot rest, end the bands - areinst the seat arm rest, without bending the errs in the albows, then, press the hands tightly to the body, without lifting the lower back from the paracheth print, itrain muscles and close the eyes and mouth;

(f) without changing the posture, press the firing lever with the fingers of the right hand.

right hand.

All, if, with the above measures taken, the uncopy still feils to jettleon, the plots can standen the sirvest through the compy. While doing so, proceed as follows:

(a) pull the red "bulb" festened to the compy above the pilot", sheet and remove the safety pin from the socket of the firing sechanism head which is commented with the slicking boods. (a) gull the red bulls featened to the cenny.

(a) gull the red bulls featened to the cenny above the pilot's head and remediate the satety pin from the socket of the fixing sechanism hand which is connected 4th the selding bood;

(b) senuce the necessary posture in the seet, and sject the seet by pressing the largest on the seet are reads.

Filia chandoning the aircraft, keep the assumed posture.

4th to beers the shorest squipped with a face-acreen ejection seet, the pilot should proceed as it'll remediate the neet;

(c) tightly press the back against the neet;

(d) but the foet thereas;

(e) put the feat on the foot restes;

(d) put the feat on the foot restes;

(d) foet the feat against the fect rest, etreighten the back and press it against the seat back, press the head tightly against the head rest;

(e) take the feat excises with both heads, close the should need year tightly, the serves during the first hair of its trevel will give the selling head and pilot should be served curing the first hair of its trevel will give the selling head and pilot seems the situation of the second hair of serves trevel.

If the facing mechanism as first place of the sjection seat clears the situation of the second pilot second pilot seems the situation of the second pilot second pi

50X1-HUM

the firing mechanism head which is corrected with the militing book, for with purposes yall the hook (ring) located on the left wide of the head rest plate and eject through the canopy value the fece screen or the arm rest levers.

(a) free yourself from the rest is records after the ejection by pushing the set very with the house and feet, having first eate wire that the sent sharpes is unlocked by the Al-7 mechanism;

(b) if the eart harmone look hee not been released by the Al-7 mechanism, open the lock manuelly 15-7 a seconds after the spection and clear the sent, with, then the ejection trace plane at militaries below 50 m, immediately open the procedure after clearing the sent by pulling the promittee of posed.

This ejecting at elithical slove 50 m (up to the service colling of the eigenth) keep them as soon as the allitude set on the instrument is reached, or 2 seconds after clearing to set when ejecting at a flight elitarie here that each on the instrument.

her that set on the instrument.

If the parasitute does not open from the MATH parasitute release control unit, open the parasitute by pulling out the ring at an abstract of minimum 500 m slove the

open the parameterby pulling but the ring et an elititude of minimum 500 m elever the ground surface.

455. Toncover necessary to open the parameter at an elititude expecting the elitities set on the MM-1 parameter release countral unit (insensity relation matte falling, examp ear pelm, ebandoning the elitrate's over thish ground), epon the purchasts 5 seconds after elevating the rest but at an elititude of our sure than 900 m.

456. When election, at altitudes active 9000 m, goan the purchastic rally after a threshold delay pur each thousand metres of elevation store 900 m (Table 11).

. . . 1 . 11 Frection elatrude. 14,000 11,000 12,00 13,000 Parachuta opening delay, 50

447. Then ejecting in condition of poor ground wielbility (night flight in clouds), open the perachule annually in eccorance with the instructions lati down in livre 444, 415.

PROCEDURE ON ENCOUNTERING COCKETS INVESTMENTALES AT SIDE ALGEREDES

PROCEDURE ON ENCOUNTRING OCCUPITY UNDESCRIBERY A SIGNATURES

A18. Unpressurating the coupit will receive in a typical Toley and pressure in
the earsy the PSEQ complete eith rise and pressure differential sangle shome a strary
intrease of cockpit "minitude" and the pressure differential drope.

If the cockpit has been unpressurated by reseme other than the breaktorn of crappy flams paperagane the tearners of shifting bood, you the casegory crypts supply
waits, decrease the filight shifting, thus, report the failure to the filight control
ifficer and discontinue the filight saistim.

Officer and discontinue the filight saistim or the campy shifting bood form off,
singuisting lower the progles onto the camp, less forward treated the interment peinquisiting lower the progles onto the cape, less forward treated the interment peinquisiting lower the progles onto the cape, less forward treated the interment peinquisiting lower the progles onto the cape, less forward treated the interment peinquisiting lower the progles onto the cape, less forward treated the interment peinquisiting lower the progles onto the cape, less forward treated the interment peinquisiting lower the progles onto the cape, less forward treated the interment peinquisiting lower the progles onto the cape, less forward treated to the file of the file of the period of the period of the period of the file of the file of the period of the file of the file of the period of the file of t

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GETERAL

QUINTLE

400. To reduce the forces on the coursel stick, the letest-cake fighter Mar-17 is enjoyed with incompressible hydroulic boosters En-18 (operating on the irreversible cycle) in the elevator and ellevan control system.

The intrallation of an irreversible hydroulic booster in the elevator control system has constitutely beginned by the control system has constitutely beginned by the fellowing by the elevator control system has considered by the fellowing by the elevator with fines of low flying opened, as congared to those on the Mar-17 airconstitutely of the control of system has been been as the first of the special control opened to the fellowing the special by the elevators.

The explaints of systemistic hydroulic boosters.

The explaints of systemistic hydroulic boosters.

situity.

All Continue to carped site irreversible hydreulic boortegs in the elevator and allerent name is rectant all the accordance look caused by the elevator and allerent are carpic to the hydraulic bootters. To initiation of forces on the control states to variously the by reaso of special spring-feel mechanisms in which the spring are compressed to the results to the deflection of the control state and consequently of the car published, that forces are also only my by the balance tab in case of footies.

Finish.

To invite the leflettion of the control stick, the larger the force to be applied to the trices fith aximum deflection (forward or backward) of the control stick, the force wither (as scheduld on the ground) escent to 9 = 10 kg. Than C-leads are built as it (fight) for the the presents of a balance to be in the elevation control system, it is account a play additional forces to the control stick proportional to the charge of below (0.6 kg) or G-lead with charge. Bith the enertical stick word still the say to the staff or to the left, the forces come by the other spring-fool mechanism mass up 5 kg.

ct below (0.6 kg per 0-lood unit change) with united (0.6 kg per 0-lood unit change) with the larva optime-feel nechanism mass the taken or to the left, the forces course by the olleron optime-feel nechanism mass up 5 kg.

The abound bear in aind that the power of the elevator bouster is outficient for textual off secretarial looks from the elevator in almost any flight estitute, shores the piece of the alleron booster in occitions of supersonto flying speeds (et an shirt of forces required for deflecting the witerest in the slower flight attitudes.

Due to the pressure of a syring-real mechanism the slower flight attitudes.

Due to the pressure of a syring-real mechanism that elevator control system, the cratrol stick is fixed longitudinally in a prest position, with the hydraullo system only by applying some effort to it, has position of the control sink can be should by applying one effort to it. This position of the control sink can be should be such as the same of the same of the control sink can be should be such as the same of the same of

ming effect electric eschanish in a flight attitude corresponding to elevator deflem-

tion of maximum 550. With the trimming effect electric secharism set at zero, the control stick is

with the framing errect accounts escarin set at any, the control stick is fixed by the spring-feel searchains in the search position, and the elector trin tab surring lasp lights up.

A27. The piloting of the abroach with intersorable hypeable beginning with goo knylm and elever, requires of the pilot search movered of the elector control and firm behits in piloting technique, alone owing to the nigh efficiency of the course erfaces at high indicated airspeeds, short but energets pailing of the course electors outlined to abarp increase of the angle of estate and other provides and the course of t

Flying the aircraft at high indicated sinapseds by feeling the force on the control atick may result in excessively high positive or negative G-load and wing-to-wing

relling.

A77. With the aircreft pitching, the pilot should fix the control stick in the position of which the pitching has started, decrease the speed and serve the required flight estitude.

A24. Cut off the elevator booster by the charge-over evitch located on the left-

had control panel of the cochpit.

at5, If the booster hydreslike spaces for the leveler control panel control panel of the cochpit.

at5, If the booster hydreslike spaces for the lett-had control panel, the springfeel acchanism gets successionly switched out and the elevator sprodynamic tria tob
is exitched on instead, the letter being controlled by the pressure charge-over exita
of the elevator triat tab. In this care, the circuit breaker of the alterna and elevator tria tabs on the right-hand control, and of the cockpit should also be cut in.

PRE-FILTHY CHECK OF HYDRAULIC BOOSTERS

PRE-PLIENT CHECK OF MIDABILE SMOSTERS

A26. After everying the engine, check pressure in the booster hydreulic system, which should be from 60 - 65 to 80 - 65 kp/sq.cm.

A27. Check the alleron coursel (with the hydreulic booster extends on or off) in the sums order as on the Mail-17 Aircraft not equipped with increaseful boosters.

A28. Out in the sileron and elevator tria has alread threater on the right-hand elevatic panel of the cochpits set the alleron tria teal in the XMINIAL (EXTENSIO) epiction as on the Fail-77 aircraft not equipped with everytable hydroulic boosters. Out off the elevator breater by the change-cover exists housed in the cochpit infiboot press and use the pressure change-eners exists to set its elevator recorprassic best pressure and use the pressure change-eners exists to set its elevator recorprassic tria to in the NUMERAL position after which the signal larg band light up.

A29. Check the elevator coulous with the hydrealic booster out off (the changever exists on the coulous large that the fail in the force counced by frietion in the joints of the coulture about 18 to the first tend of the counce of the coulous all the cases, the application in an autoactically out off from the council

ayatom.

Considerable forces on the countrol sick during the check testify to the epring-

eyatom.

Considerable forces on the control stick during the check testify to the appliagment and the control stick during the check testify to the appliagment and the control stick during the control to the Pi-74 feel mechanism suggests and discongraphed the pink of the control to the cont

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elevator booster cut in (the circuit breaker of the elleron and elevator tria tabe is switched on), in the following accusace: (a) act leavator trin tab pressure charge-over switch in the PITOGOP (KIE-POCALUEN) position until the trianing affect elevatic mechanism is out in completely as result, the control stick should have backward (the slevator should defined 5° up):

(b) set the pressure change-over rwitch in the PICHCOFF (INESTORMENT) position will the trimming effect electric methods is out in completely. As a result, the control attek abould move formed (the situation should deflect 5° down);
(c) has the alevator trin can pressure change-over exitch to set the control attek (and comercially the elevator) in the noutral position, effor which the clerator min tab lamp abound hight up.

A32. Take-off in the NuT-17 sixvast equipped with irrevarible hydraullo because does not differ from that performed in the NuT-17 sixvast without irrevarible hydraulic because, among for the fact that the plus freels more condisable pulling forces on the control stick. To rease the more wheal, the plot should pull the control stick with an effort of about 6 to 8 kg (since the deflection) of elevator during the time-off makes up about 3/3 of its rull upsend deflection).

These forces remain practically unaltered until the elevant clears the ground.

CLIMB

A)3. The cliabing estitute of the strengt equipped with hydreulto boosters is the same as on the alternat without hydreulto boosters. After unstituting, when are calcurating the strengt with the training offect sheather sechantian in the neutral position (the signal las) burney, the pulling forces decrease with the increase of speed, and equal zero at a good of 600 ± 0 ke/hr.

Cliab et optimum speed rating results in pulling forces on the control stick owing to the increase of sheather than the strength of the strength of the strength of the strength of the strength forces can be trianed with the bely of the virtual effort electric strength of the strength of th

STRAIGHT FLIGHT

374. In a straight flight (level or descenting), the forces on the control said that the triming effect electric section in the neutral position, increase with increase of the flying speed sections in the neutral position, increase with increase, at socio and explaneous flying speed are control stick forces in the entire taughped with increasing flying speeds are control stick forces in the current spine to be possited. At assistant flying speeds gained during straight flight the value of the pressing forces form not exceed to ke.

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then flying level, the forces on the control which may be trianed by the triangle effect electric mechanism practicelly throughout the Aperl and electric companions.

PLICET MARKETING

FILTER MINISTERS.

335. In sircuraft equipped with irreversible hydroulic boosters flight manusers are performed with the triwing effect electric mechanism in the neutral position (the elevator trie tab signal has burns).

The productivity of flying technique in the fail-ny circuraft equipped with irreversible hydralic boosters is the increase of pilling forces on the circuit attick with the Generate of the flying good in the process of according flight necessary, it is not to the principle of the spring of the spring-feel nechanism, slightly couplierter pilloling as compared to the Kal-ny simpleff (not equipped with irreversible hydraulic boosters.)

RANKED TURN AND SPIRAL

AMEND THEN AND DEFINAL

436. The flying technique of the banked turn and spirel in the aircraft equipped
with irreversible hydraulic boosters has providedly remained unalesced, except for
the fact that lenser force, are equipped for building up G-load.
The presence of an interest force is broaden to the provided the building up G-load.
The presence of an interest is related for the provided the outline to the
exclusin percentials G-load (before the relation times) at elitation above 60 to the
exclusin percentials G-load (before the relation through a selection of the
exclusing the control enter with 6 - 12 st juilling forces, and the extreme operesting G-load (0 0) at elitations above 6000 a to supersonic speeds (the file of particles
from flying at elitations above 6000 a to supersonic speeds (the file of particles
reads by the indicated in pointers, exceeds 1000 mindpl, the clavator efficiency
reduces, which results in an increase of the control of the force of the file in the file
performing the filight mandrer. The increase of the control witch up the increase of forces on the control witch up to 20 - 10 Merce in the
filight power of the elevator booster at the above ratings.

CHANDELLA

STANDELINE

377. With the aircraft energetically crought into the chandeline at any poorbbe flying speed, the pulling forces on the courtool stick are less that in the aircraft tot equipped with irreversible hydrevile bossers (the forces do not served to I kg). As the fixing speed is being reduced, the control stick pulling forces elightly decrease. However, at the woll of the chandeline they mightly increase again to 6 - 8 kg due to the fact that the deficition of the elevator increase, when meaning that top of the flight binever, the causing a respective increase of forces as a small of the compression of the egring in the apring-feel suchasian.

· AGERAL LOOP AND HALF-IC-UP

Allow two performing of normal map and helicity in the Kultur strength equipment with improvement of the control with a control with a

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- 82 -911 P.-P-15.1.

age. The flying technique of helf-rolls in the Wall-12 sirerest equipped sith

asy, the fyring technique of half-rolls in the Mg -17 aircraft equipped with irreverable hydralic boxises is the same so in the Mg -17 sincraft and provide with the ebres boosters. The forces on the control stick, when recovering from the half-roll, to not exceed 6.—12 kg.

40. The half-roll, with the aircraft brought into the manuser at maxima laws fight speed, in allowed at all shiftleds specified for the Mg -17 eigraft accupied with irreversible by irealic because. The aircraft gains practically asses flying speeds as the Mg -17 sincraft not equipped with irreversible hydralic boxectors.

e pulling forces on the control exick, while executing half-roile, do not ex-

441. The vertical dire in the Enf-17 aircraft sounting irreversible bytesile boosters, with the strength brought into the dive from maximum lavel filight speed, is silosed from the same slittudes so in the Maf-17 eigeraft not equipped with irreven-sible bytesile booters.

Since by results booters,

Bridge the aircraft into the vertical cive from maximum level flight spee by
secriting the half-roll. Thile relling the aircraft to the whosis-up position, pull
the engine occurred lever as it the may both
five mine occurred these reached a diving angle of 90°, some the control stick fall
formand.

After the allocate has reached a clearing angles of the southed attick hered followed. When an allitude of 10,000 - 900 at 16 gained, with the control attick hered followed, the strongst has a fundancy to rethrong the dive angle towards require dramatic, and with further decrease of allitude it tends to pull out, while the pressing forces on the control stick increase at the vertical dive section and may assume to these.

inc, act with number outshow we assume the vertical dive section and may aroun to force on the control stick increase at the vertical dive section and may aroun to 10 kg.

Start recovering the atcreeft as an allitude of statume 8000 m (see read by the attitudence) has such a way as to pull it out level at an altitude of statut \$000 to 5000 m. This recovering the attreeft flow vertical dive, the pulling forces on the oceared stick do not exceed 0 - 12 kg.

In case of late recovery from the vertical dive with the speed brakes retracted, when the sirraft branching is lively as some as this high indicated strepeds at elitides shies \$500 m, insalitating eppt the speed forces to decrease the attrageod.

The maximum speed (seemely by the thin pointer) of 1300 - 1300 make in guined can be vertical section of and by the thin pointer) of 1300 - 1300 make in guined can be writted section of atterned to the control section for the status are the medical section of the same than section level flight speed from an altitude of 1,000 e with the speed brakes retracted. Nowther case, the sectual flying speed days not accessing.

PURESHOR SIVE RITH MUSICAL MUSICAL AT COMPANY MATTER

AND. The power-on dive of the storage MCNNIKO AT COMPAT MATING

AND. The power-on dive of the storage with the engine running at couldn't sting
and the speed brakes retreated, when the storage is at trought into the dive frice a
straight filedt, may be performed us any eyed up to the maximum level filedt speed.

Thes entwing the dare at the maximum level filedt speed, the control stild may
be sound all the may forward (up to the stop).

With the stilt sound all the may forward, when contening the days at the stalted

level flight speed from an abstance of 12,000 to 16,000 m, the abstracts reaches a certain dive angle not in excess of 50° relative to the bottom. While diving from lever settlymage, the dive angle well necessary and makes up 2 to 50° than the dive instanced at an estitude of 5000 m to the dive, mostly some the coursel each reward. Energetic push of the coursel exists much properties of some ward. Energetic push of the coursel exists may result in negative G-load, and if the plot is inadequately tied to the cest, he may etrize his had against the coursel energy.

campy.

as). In the process of the dive execution, the present forces on the control stick, with the latter pushed all the way former, do not exceed 10 kg. However, when diring from an elitude of 12,000 to the forcer: "the control exist in crease up to 20 - 25 kg et am elittude of 5000 to 6000 m due to insufficient power of the eleventor booster."

of the elevator booster.

In this case, the deflection of elevator is decreased and the sirrorst itself gradually decreases the dire untile.

AAA. Then diving with the engine running at context ratios, the sirrorst gains the maximum speed wisen the firs is entered from a straight fight at a maximum level flight speed from an altitude of 40,000 e.

In the latter case, the fixing speed (as read by the this pointer) reaches 1500 - 1300 keVhr at an electric of 9000 th 5005 a due to delay in transmitting static presents to the read indicator.

The actual speed of the strongft, in this care, does not exceed the maximum per-

The actual appeal of the stronary, he man over, which the singles, with the stronary similarity long open in diving at 50° and leaser dive singles, with the stronary brought into the dive from extresible flight as maximal level flight set; when not acceed the perminable apends specified for the aircraft, the pilot flying at altitudes alove 3000 m may not with the speed indicator but will only check the similarity.

PINISG WITH SYDEAULIC BOOSTERS GUT-CFF

MAINS SITH STRANDING CONCERS C

becater.

MIGGE WITH STREAM TO SOUTH STREET STREAM TAILED AND THE WITHOUT STREET STREAM THE WASTE STREET ST hydraulie booster.

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as, the specific feature of the sintraft in landing is the increased pulling forces on the protrol witch, which around to 6 - 7 kg, since the upward symmetric the specific increases with the specific discrease, along with the proportionate increase at the forces imposed by the compression of the spring in the spring-feel sections. E40,01393

I. PERMILIPITES OF CENTATION AND PRIMER TRANSPRIES OF AUGMANT MAT-17 H

A. PROPERTIES OF CONTROL AND PRINT INTOVINE OF ARGUST MATTER 1971

439. The MATTER elevent is a modification of the production sirerart Matter
and differs from it mainly in that the MATTER alternate amounts a radar sight which
construct a target in standard and servers weather conditions.

450. Check the aircraft and origine before filter in the sequence loid down for
the MATTER article, remains the attachment units and chuck the fairings of
the radar set manner and sighting seriels for eracks.

PROPERTY HOUSE CHICAGO PRINTS SCORY

451. The pilot checks the operation of the radar sight on the ground in the follesing cases:

5

491. The pilot checks the operation of the radar eight on the ground in the conleving cases:

(a) after elimination of faults detected in the eight during the previous flight
(b) then the flight has been preceded by too-hour scheduled meintennance involve
(b) then the flight has been preceded by too-hour scheduled meintennance involve
(c) the control of the eight main units from the aircraft,

In all other cases, the pilot checks the sight units by visual inspection.

A50. Schore chesting the stars sight on the ground, to the following
(c) eaks sume the MIV = MINIT (AMM = EOH) change-over earthel horseed on the
(b) take sume the MIV = MINIT (AMM = EOH) change-over positions
(c) asks certain the super day is eat to the respective positions
(d) asks certain the super day is eat to the respective positions
(c) asks certain the first (CHARLES = MINIT) change-over earthel heared on
the control don't be pixed in the CIT (CHARLES = MINIT) change-over earthel heared on
the supered in the right of the CIT (MINIT) position, and the MINITALES (MINITALES (MINITALES)
the supered lett-hand position (Cripheness is out).

A53. To check the rains sight for proper functioning, the pilot should proceed
es follows:

the effects letrosimal point and transformed at the street letrosimal point and transformed at the street letrosimal point and the street letrosimal properties follows:

(a) retten he the state signs two - three minutes after switching, a restor, backgread of class and time of the electronic grot borizon signs on the indicator scoper (b) edges the Edgardons (FEL) and FORM (CEL) handles to obtain a weak but class background notes the edgardons and the upper boundary should be included to state a reply in onless brightness within a time from 2 to should be included as takened of 12 brands where. The satisful background coless the sight settled by a sone of 60° on both letre. The satisful background coless the sight settled on the instrument point will be of the satisful serio like, With lets within 0 of 60° on 200, the pointer on the control deck should first oxill between such dividends of 220, the pointer oxillation being not in scores of 10 instrument pointer should exist a tither exciting an actosocial frequency control system, the instrument pointer should exist a tither exciting an actosocial frequency control system, the instrument pointer should exist a tither exciting an actosocial frequency control system, the shape are shown as the set of the control of the satisfies of the street control of the satisfies of the street control of the satisfies of the street control of the street control of the satisfies of the street control of the street control of the satisfies of the street control of the satisfies of the street control of the satisfies of the satis

(4) check the operation of the range elphi stating unit by presting the COMMISS push-batton, with the espiting unit functioning properly, the following:

- a target pip hering the hope of a fortisatel index-line, with a locate tree does not the shape of a crimit line, spars to the indicator stope at a rate of 60 mg; the target pip moves receivily to the right and stope at the right occurry of the sighting some square;

600 of the target pip source requirily to the right and stops of the right containing to the sighting separate — a light errificient target image whose orightness increases with its remains right upwards from the initial position, oppose on the data translation with refuletor. The discussions of the entiricial target range increase to a discourregised.

lector. The discussions of the artificial target image increase to a miss corresponding to A rungs of 600 mg — after releasing the ChRIX push-button, the artificial terget image retains the Chromatons and brightness within one second and, then, returns to the initial position, decreasing its miss and brightness.

Eaving mede sure that the refer cight functions properly, set it in the 677 positions.

off-dating of RELAN SIGHT in Figure 450. The rainer oight is extreme on and checked in Chipht in the same sequence

ASA. The radior olimbia is extrant on an elected in filth; in the same sequence so on the ground.

Three - four simules after actioning on the reder sight ground interference bings in the above of interference actions of the filthest actioned and disappear occupiency at it is distinct of 1000 a.

Then flying st altitudes below \$100 a, it is distinct in the above the project produce the filthest interference backpround; therefore account of the filth activation and the product the interference backpround; therefore account of the radio and the result of the radio and the radio activation activate equal to \$200 m.

Five - els minutes extra establing on the sight is a level flight, check the radionace point line of the electronic growthen relative to the line of backs and, if accounting their radio growth of the filth satisfies by the flight sharpments. This such by slight interversing that the filterioric growth of the filth sharpments, and the product of a consistency of the first crystal courtent. The radio algorithm is not such that all the state of which is out of before large and the state of the first crystal courtent. The radio algorithm is such for push the silling section of the intervence and the state algorithm of the BD-TM electronic section of the foliation tube all the set formed.

**REGISTARY SERVER THE STATE THE THERETORY and a specific to the flight alcounts are parformed in the BD-TM electronic section of the filth alcounts are parformed in the BD-TM electronic to the section of the state and the set of the section of the state of the section of the sect

PROFILERITIES OF FLING TEXTSIQUE

57. 111 the flight alsoemts are parformed in the UNI-TRestrictif according to
the requirement of the present instructions, with allowance node for the specific
features, which are characterized by:

(a) increased flying weight of the Mel-170 almorate (by 200 kg) as compared to
that of the Mil-170 almorate;

(b) poor flaid of vision through the front benighter owing to the instabilities
of the eight unite on it;

(a) necessity to pay estamine not only to instrucent flying but when the second of the color of the state of the sight commiss, indirector through
the obscuring tute when flying to the dayting.

(a) charge in injunct of flinds intervalents on the instrucent parel and of size
white in the configuration of leading gear sheels with nors-efficient steel brokes.

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and the possitivity of tax-out in the MaT-122 alternate to the poor field of site through the front similarity of the contributions, frame, fortice, due to the tax-out of the site of the

(coeparative data are into uron an analysis of the second of the second

Cine (in territal Pointed to Accelerate Alterita Fish Figure Park Park 11.500 Feb. 9.

True airegred range, enghr	Altitude, m			
From the to 7.0	1010	2400	10,000	
7rc= 700 to aco	10	21		
200 os 930	10.5	22	T	
Pros 900 to 1000	11.5	23	36	
462. Aircraft deselements.	- 1	-	1 42	

All. Alternat deceleration by only detronating the engine apped to take reting or by decreasing the engine speed down to the idling rating with situationness extremise of the speed trakes, is connected by the data indicated in Table 13.

Time (in estonic) Provided to Intelligence Afternoon by Decreasing Deline Stand from to Itale Parties with Speed States Oriented or Retracted

rue airspect range, hm/hr	-	11 t 1 0	u d • , s				6703 184
	with speed	with event	5"		10,00	3	to 3
	1	collect collect between plied	Frices	mith eques returned and spend trains ap- plied	Epend.	with speed reduced end speed	9298 (96)
1 1000 to 900	-					brakes applied	, man

from 500 to 200 from 200 to 600

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From NAC to DOO

From N

47%. In case of furned limiting on matural ground, in addition to the procedure mornally used in the Faf-17 abstract, the pilot of city extend the norm theelyfor which

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 (a) disangage the landing goar to e which
cockpit floor, to the right of the aircreft is not
(b) check by the mechanical indicator and all
come off from the lock. allting the energie on the s if the none wheel hee

PROPERTY OF PROPERTY IN ...

477. The peculiarities of piloting the Bar to With The province true of planting the Edition of the Control of t

as well so the entry treining Aid for Ty-H. PARTIABLING OF LOW-PORTED STREET WITE STREET BOTH

INSPERMICH OF ASPERTANT and Exemple the aircraft in the requests hild down for the MED-TPAircraft.

Bestes that, the site should:

(a) make sure that so foreign matter, denote or occumulation of fuel is observed
to totals and afterburners.

Take. When turning the engine rates from the alcotted starter, with the baceter four perpendicular for checking the process of the afterburner, as well as afterburner just is telepoted.

(b) examine the retractable come and there of the engine adjustable norse for

(a) Franks the retractable come and fleps of the engine adjustable morale for detail and determination.

This satisfairs the interest, the retractable come of the engine jet mostle may find such and determine the interest, the retractable come of the engine jet mostle may in the rear position after the perfect of the streament of the rear position.

It can require the treat position after the perfect of the streament of the hydreville accumulate of the stream and the perfect of the hydreville accumulate, the retractable mostle come should be to the from position.

(a) the first ATTACLANCE CORMA SINTER CHARLES CHARLES TO THE FORE ATTACLANCE CORMA SINTER CHARLES CHARLES CORMA SINTER CHARLES CORMA SINTER CHARLES CHARLES CORMA SINTER CHARLES CORMAN CHARLES CORMA SINTERES CHARLES CHAR

EAGLY HAPTIST AND HERPING

af entire, and all METTER and testing procedure of entire, model METE, is ulming to that

after extension the entire, other the operation of the enterphysical relation action in the STORM ATTENDED ATTENDED TO THE CONTROL OF THE PROPERTY OF THE

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fuel to the burners). Spacers between the electrodes of the aftertumor oper plan, visible through the adjustable morte, testifies to the proper conduction of the after-burner ignition system.

Simultaneously a clicking sound of the edjustable mostle door control electromagnetic valve should be heard, indicating that the valve is in a proper condition.

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The statement of the control of the valve at 10 a proper condition.

1. The statement system may be chosed for proper functioning elso at a presente of sore than 70 account in the system of sore than 70 account in the system of system at present and least than 70 account of the system of the sys

to there the operation of atternance Spation system units.

Add. Cheer the afterburner energency cut-off afrecist invoices for proper functioning. For which purpose settled on the ATTERNANCE MEMORIAL CLASS (created breaker and cheen) is not substituted as a classing sound in heavy that operating the afterburner energency actu-off solenoid located on the lower field pump (if "add) of the afterburner energency Cherking over, out the ATTERNANCE ENOUGH OF CLASS (create breaker in the CT) posts than, all, before swarting the optime, out in the engine afterburner afterous breaker on the Info-hand electric panel and keep it settleds on during the while flight, intrapacting of whither the afterburner is turned on or off.

Add. The ATTERNANCE MEMORIAL CHARGE classic before the office the switched on.

Cautions: 1. Do not shift the entire control lever before the ordine given the

445. The APTINCEOUS DESIGNATE OFFICE circuit breaker should be switched on.

Pastings: 1. Do not shift the engine scatted lever before the engine gains the
light string.

The property of the engine extend lever before the engine gains the
light string.

The property of the engine extends the engine entering the engine gains the
april of the engine extends the engine extends it in the engine entering the district string of the engine engine engine engine

APTINCE APPENDED TO CONTROL OF THE ENGINE ENGINE ENGINE ENGINE

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ENGINE ENGINE

will only intensity the fluxe.

ASS. After starting the engine, with a pressure in the aircraft hydralife system being minimum 75 kg/sq.cq and the engine running at 7000 to 6500 r.g.m., where the operation of the adjustable routle by curting in or cut the Solick GFEN(CONIO OTATIO) thange-over evitch.

After cutting off the NODIE OTA change-over evitch, make sure the adjustable Social is in the CHORD (SANDITO) position.

OURSELING OF ENGINE OF GROOM

ACCASING OF INDIPS OF GROOM

485. On the ground the afterburner may be turned to only what it is necessary to check the operation of the afterburner after replicing the afterburner or one of its units. In this case, the time of or the operation at agrented rating should not access to second on the produce of after unour fuel would be not be across of 10 keying. On Folice testing the afterburner, there settler the checks are payorly placed units the extracts wheels, along, with the afterburner turned on, the engine thrust up the ground increases by 155.

**SORT The transportation of an exhibit afterburner turned on, the only the transport turned on the transportation of an exhibit at being televising.

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sing at maximum speed, the year temperature behind the truthed may increase beyond the permissible value (TNO²). In the latter case, the angine racing is limited by the gas temperature and, to the latter case, the angine racing is limited by the gas temperature and, to obtain the prescription of the further of the foreign to describe the section of the foreign experience categories continuous must once ground, with the adjustable command the processing of the foreign of the foreign continuous expins operation on the ground is required, open the militarial resulted jumpes not the NGCLE (193 charge-over twitch in the CTM pression of the processing they are the foreign of the case will drop by so - 100° and the angine litter will be below the rated value.

49). Continuous engine run at the regime on the ground at maximum speed for more than 1 minute.

than 1 minute.

430. Continuous engine run at tile rating should not exceed 10 minutes and the ingressives of exhaust games in this case should be not over 500°2.

431. The markem possible by that of angine control leven soverest from the tite the exchain rating stop (without turning on the effectivenes) chould not exceed 1 - 2 accounts. While force may extend the coveraged by 250 r.p.m.and get overtee, orange behind the turning by not market and 500°0 are allowed.

The time required to excelerate the enviso to maximum speed should not exceed 15 accounts.

15 Mounds. The reverse torement of the engine control lever from the conbet to the idle retaining position may be effected within not less than 1.5 - 2 emonds. edg. At we air temperature place #150s, the engine deceleration ground test may be enoughlated from a speed of not less than 5.00 m.p.s.

PECULIARITIES OF OPERATION INCIPE, VODEL EX-10. IS AIR NUMBER AFTERWARDS TURNING-08

All the shiften the region control laws on the ground or at low electrons the change-over from small control of the Shiften to the ground or at low electrons as well as the change-over from small control of the Shiften to interface).

Intracting the right electrons, then presing over from samuel control of the same to the president of the same to control laws shifted, the engine open on the control laws shifted, the engine open on the same to the

AND THE ACTION OF THE PARTY OF THE PARTY OF THE STATE OF THE PARTY OF

tions. Turning the afterourner on or off his result to about time time, as of the engine speed and gue temperature behind the turbure.

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engine speed and god temperature of may result in absorbating them, and the studies, and the temperature of the studies, and the studies, and the studies of 15,000 m.
495. With the attentumes the dot, the soften threat increase, causing an increase of vertical climital system, maximal level filight speeds and convice testing, and increase of vertical climital system, and the level filight speeds and convice testing, and, is turn on the afternoon, proceed as follows:

(a) and the indicated alrepted of minima 200 makes:

(b) are the indicated alrepted of minima 200 makes:

(c) press the butter to the arches sourced lever and shifts the lever output the contact rating stop so as to latch it in this position of the contact places are already and the state of the arches contact places are maximum according rating (10,000 cp.), by continuous movement of the regime control lever with a rate of minima 1.5 seconds.

"77. It is a salared to turn on the afterburner at the maximus crusteing rating (19,20) replace) by continuous nevement of the engine control lever with a rate of situation of the afterburner charts operating 3 to 5 seconds after turning it on. The School of the replace of the replace of the engine threat error turning on the effectivener, should not several 6 seconds.

Durating on the afterburner at altitudes below 10,000 a will result in page with temperate conference conference of the afterburner at altitudes the 10,000 a speciality at less fight agency, the running-on of the afterburner at altitudes above 50,000 a speciality at less fight agency, the running-on at afterburner is acceptated for a short time of instances page and the exceleration of the afterburner is acceptated of the afterburner should be choiced by the succeeding of the engine and operation of the afterburner about the cubic of the consideration of the afterburner of the capacity of the capacity of the conference of the gases behind the turbine, when flying at a supraised resident and of should not acceptate 70.000 as a minute of the 50 and 10,000 as a finite of the 50 as a fi

Table 14

				-		
Cotte rating	Notice e, end,			11		
	11,121	Front tree	u estilure. Ujis į ies	re, gratu-	Time of con- tinuous c; e- resion	
						
catal, with as	11,5% 100	7200, AC A14		Fr: 2 - 30	At eltitules up to	
erturrer on		laiseten I		ies was	lone - maren	

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			1		6
		ebove 14,000 s - 745		From -40 to +90	3 minuten; et el. titudet above 7000 s - maximu 10 minutes
Combat, with afterburner off	11, 60-100	720	1.4-3.5		In level flight at elititudes up to 40,000 e - sarinum 6 minutes et elititudes above 10,000 m - maximum 10 minutes; in climbing - in climbing - in on innutes
lozinel .	11,200				60 minutes
larder.co credetag	7.0,870			i	Unlimited
fie reting a the round	2510g/50	\$4C	Winiam 0.2		Estinus 10 stautes

50). With the imposes of flight altitude, the fact pressure in the afterourner canniferably drops. Tam, at an elittude of 500 m, the tual pressure in the afterourner canniferably drops. Tam, at an elittude of 500 m, the tual pressure in the afterourner canniferable of the \$2.50 m, the pressure of fuel in the afterourner equals to to \$5.00 m; and at an altitude of 10,000 m the pressure of fuel in the afterourner pull cause 2 to \$5.00 m; and at an altitude of 16,000 m the pressure of afterourner pull cause 2 to \$1.00 m; and the pressure of the pressure of the pressure of the support that a support of the suppore support of the support of the support of the support of the sup

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the effectiveness from compiling more turning off the engine afternoone at flying appeals above 300 km hr.

To see off the afternoone in these similarly, while the engine control lever book beyon, the combat rating risp.

Yo presently burn on the offerburner, set the angine control lever at the introduction of one out in most the afterburner circuit breaker.

Shift the engine control lever beyond the combat sating into only after ranging out the above specialized. This is normal procedure to proper the electric circuit for repeated touring one of the afterburner.

50% To prevent apprincessor contingently or logality of the engine at minimized and indicated afterpret of less than 500 Anti, ognimet the section of the engine at those activities, again the combat rating as electricity face throttling the engine at those afterposity of above 300 km/hr.

To prevent apprincences outling-off of size, rotal M-11, at elitivities above 16,000 n, the engine afterburnor may be turned off as flying speeds of sore than 300 km/hr TAS.

TAKE-CPP CITEDUT CURNISS-ON APTERSURIER

507, before taking-off, the plint should make sure that the ROSHE CFFS (DOING OF EPATO) - change-over matrix is in the CHORD (MERTIC) position.

Gration. This taking off with the notate open, the length of trace-off man is should twice as such owing to the decrease of the engine broads.

SG. the twh-off behind no in the Mail -0% and Mail-170% affects, with the after-burser turned off, does not presidently differ from that in the Mail streams, the take-off run length is secretar greater than that of the Mail-17 affects. The unwisk speed of the Mail-170 afternations excepted to that of the Mail-17 affects, in increased by 10 - 20 Mail-170 afternations.

TAKE-CYP CLIR APTERIOUSINES TURNED ON ON THE GROOMS

509. Themseer necessary to reduce the lought of the take-off rim and take-off path, it is allowed to take off with the after-burner turned on.

500, buttle taking off with the afterburner turned on, the afteraft registly gains speed both outing the take-off run on the first the matthet, which considerably reduces the length of the take off run of the MAT-IT; afteraft form to 350 - 600 m, and the climbirs them.

the length of the take off run of the EM-HV9 already from to 350 - 600 m, and the clibbing time.

511. Then taking off with turning on the afterburner for subsequent flying at to elititudes, the pilot about exactally suith the flee resulting, since the use of the afterburner as to a cliticities involves considerable contamplate of their.

Turn off the afterburner after transoff at an altitude of 150 - 200 m. 512. Table flying the lending potton; turn to these log at a speed of 400 mybr, glide on the base log at a speed of 360 - 360 mybr, altice on the base log at a speed of 360 - 360 mybr, altice of right in 150 mybr. Microtuning final, saintwin the gliding speed of 260 - 260 mybr.

Solve the relative and the second of the second of the retire, here in sind direction where the sind direction was related to the required to pick up agree from this to wake-our recting) makes up 15 excepts, therefore, the decision to add given or to government should be taken

in due ties.

Sie. The flying including of the MaT-47 SandWar-17ch eleveraft, with the afterturner turned off, does not providestly differ from that of the MaT-17 elevant.

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Sate of Clint of Chiefe Almonata Vall-17 with Aftenburner Duray) on on off

ilt:rade,	Fith	With afterburger turned off			With efterburger turned on		
	true speed read by this pointer) during clinting,	vertical speed, s/sec	climbing time,	tris air- speed (resd ty thin pointer) duries climbing, ha/hr	vertical s;ced, m/sec	climbing tire, min	
1000	750	39.6	0.4				
5000	7'0	36.4	0.9		-	1 -	
3000	7°C	33.9	1.3	1005	75.8	1.7	
4000	750	32.3	1.9	1000	20.4	1.9	
500	750	25.8	2.4	1000	65.0	2.1	
ecos	750	26 2	3.0	1000	59.7	2.4	
7000	750	23.6	3.2	1000	54.4		
8-30	750	21.0	4.5	1000	49.0	2.7	
9000	750	19.4	5.3	1000	43.8	3.0	
0,000	750	16.0	6.2	1000	59.4	3.3	
1,000	?50	13.4	7.5	929		3-7	
2,000	750	10.0	8.8	920	33.0	4.2	
3,000	750	7.0	10.0		28.0	4.7	
÷,:00	750	3.9	14.0	970	22.5	5.4	
e.co	750	0.8	22.0	970	17.2	6.3	
6,000	750		22.0	940	11.8	7.4	
'			;	910	6.7	9.2	

this. The climbing time at suggested rating is given for confictions of climbing flight up to 3000 n at engine combat rating, with the afterburner turned off. 515. Climb the attorate, with the afterburner tuned off, at the following species (a) in the Full-17) shreaft - at true shraped of 750 km/hr (as read by the thin

(b) in the MaT-I7m; aircraft - at a true alrapsed of 750 km/hr (as swid by the

(b) in the Mail-This aircraft - at a true disapsed of 700 km/mr (as read by the pointer).

(c) In the Mail-This aircraft - at a true disapsed of 700 km/mr (as read by the pointer).

516. Chiesing at augmented rating should be performed:

(a) In the Mail-This aircraft up to an abilition of 70,000 m - at a true aircraft of 700 km/mr, and up to 16,000 m - at a true aircraft of 500 km/mr. The forces applied to the control series when childing the aircraft at superness rating up to 70,000 m, are preceding faces and meant to 5 - 7 km. At altitudes of 70,000 m and above, the forces on the control series children on the force on the control series children on the control series children on the splint, the control retack forces are reduced;

(b) In the Mail-This aircraft up to an altitude of 10,000 m - at a true simpred of 900 km/mr when the force is the control series above 90,000 m, reduce the true nimpred by 10 km/mr when the force of 900 km/mr when the force of 900 km/mr when the force of 900 km/mr at a true simpred by 10 km/mr or each 1000 m.

Sate of Clinb of Simila Him at 198-100 with Minestonies Simol in as one

With aftermarter turset on 11ti-tule, rertical tian. trus sirepeo! (rend by this pointer) dur-ing climbing, km/sr true eirspeci
(read by thin
cointer) durire climbing,
km/br elimine, iine, zin 0 1749 2700 5000 6000 5000 6000 10,000 11,000 11,000 11,000 11,000 11,000 11,000 35.4 31.8 29.8 27.8 25.8 23.8 21.6 17.8 15.8 15.7 11.7 8.3 59.5 55.0 50.5 46.0 41.3 56.8 52.3 26.0 22.8 16.5 11.1

Holm. The elimbing time at almoster ration to the continuous of elimbing flight up to 800 m to each relative ratio, and, the afterward ratio 330. While climbing at maximum speed to an attitude of 800 - 700 m, with the afterwarder turned on, the communitation of fuel for climbing to a maintine above 10,000 m, as less than that for climbing to the warth the afterwarder turned off.

LOVEL PLICES

519. The maximum level flight speeds (read by the thin pointer) of the MNT-174)
and MNT-174 sirverst, with the engine running at augmented rating, increase as remark
to the flying speeds with the engine running at combat rating. The speed values (in
kilosetree per hole) are specified in Table 17.

lireraft		Altitule, =	12,000
V4F-17\$	5000 1136 1165	1074	1054 1038
2ut-17c5	1	1	

1165 3.52 1038

500. While flying level at the norism speak, with the afterburner turned on at an altitude of less than 10,000 a (for simuraft MeT-172), the pilot experiences present altitude of less than 10,000 a (for simuraft MeT-172), the pilot experiences are sing forces on the control stick (the experient files none up). Inte, at an exitude wing forces on the control of 5000 a with an indicated dispect of 500 major, the pressing forces on the octrol of 5000 a with an indicated dispect of 500 major.

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\$27. The name permissible flying spends (in bilinetime per bour) of the \$427-79 and \$27-172 shreaft at various sittleds equal respectively to the values stream in Table 35.

	7	•	ь	ı	•	18
-	_	-	-	_	_	_
bove		~	=		_	

T = b 1 . 19

	<u> </u>	Altitule, a	
	up to 3000	up 60 2000	ebove 7000
Mar-175 and Tar-17mg	1066 (real by the instrument)	1150 (read by the thin pointer)	Up to the survice ceiling flying speed should not exceed 1100 km/hr (as reed by thin pointer)

AIRCRAFT BALANCING

S22. The trim speed of the MET-170 and MET-1700 eleveraft (with zero forces on the control reick) at a climbing stitute, with the engine running at monimal rating at a speed of 11,200 r.p.m., at an electrod of 3000 - 5.00 m (the elevator trim tab being in the neutral position), should take up 600 + 50 km/kr.

PLICET MANEUVING

SE). The flying technique of the Marivine Selection of the flying technique of the Mari-173 and Mari-173Q aircraft with the afternance turned on differs but elightly from that with the afterburner turnel off. Selection in flying with the atterburner turned off, the flight measurement attended in attitude and the time required for performing them increases. The performance of basic turns at adjusted retirg any involve greater disadementally with the afterburner timed off; owing to greater G-loads the minimal principle of the decreases.

The characteristics of optimus broady banked turns performed in the Mari-172 and Mari-1723 afteraft at in elitible of 10,000 a are presented in Table 19.

Cherasteriatics of Cotimes Steedy Parked

Penkod tim character istics	-Jak-1	75	,	
Sport, trafer	atth afterburner off, Esti,560 r.p.m.	with after- burner in, mill, Sou r.p.a.	with ar- terourner off, n=11,560 r.p.:	rith efter-
Fine, sec Reits, a Nate: For the Mr.	64.4	54.2	410 65 2650	÷50 62

2. For the Mar-1705 electric too steady banked turn characteristics are re-

505. Flying at sugmented nating how impressed the flight sanctive vitil die as fullows

(a) backed turns of up to 45° may be performed at altitude up to 45,000 m;

(b) 30° barved turns may be recented at an altitude of 45,000 m;

(c) the normal loop and half-loop may be entered at an altitude of 75,000 m;

(26) Invaried Highs at coaler resing, with the afterburner number of 2000 m;

inside for not more than 15 exceeds, while that with the afterburner turned off, is alperformed for not more than 5 exceeds, while that with the afterburner turned of its 250 litree.

Saution. Accord the aircraft from vertical maneuvers at summinist ratio, of an the aircraft to subject to positive Golded (above +0.1), since the head flight tank well capacity le insufficient.

526. The cylin characteristics of the MNI-170 and MNI-177) alterest are similar to those of the WNI-17 alterest; therefore, these alterest are recovered from the spin in the same way as the MNI-17 aircraft.

PASGE AND ENGGRANCE

526. To get the meximum rance and solutance in the McT-17m5 electric, ratio-tein the indicated singular given in Tabir 20.

Indicated Airst cols Corresponding to Parisus Runge and Endurance

Flight eltituie,	Indicated stropeed corres- ponding to maximum range, smylar	Indicated surgest corresponding to ration our page.
5000 10,000 12,000	476-570 .600-430 .390-440	300-320 300-320

529. Glide the Man-120 and Ewi-1722 directed with a retracted limiting general the engine control lever sot in the idle rating position, at the speece indicated for the Man-174 director.

AFFERENCISE FALLS TO THE OFF

ATTREMENTS PARSE TO THE OFF

500. In case the effections fails to turn off when actuated by the engine scritted large, turn off the attributes using the engraps procedure, for which purpose shift the ATTRIBUTES MINISTERS THAN OFF (ATTRIBUTES BARN-FREE SCRIEN) extend to the term position. In addition, out of the EMBE ATTRIBUTES GENERAL ASSETTION OF AUTHORITY CHARLES ATTRIBUTED BARN-FREE PROCESS. THE ATTRIBUTES ATTRIBUTED ATTRIBUTES ATTRIBUTED OF A CONTROL OF A CONTROL VALVE AND A CONTROL OF A CO

To the extendence has been turned off by the energency procedure, etcp the engine in After her ling only by the covered of the gourd engineer (unless stoothely necessary).

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Pear Original

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the KT-2 probables of the ATM-bit valve. If the outside are blighted, every the engine saing the corest procedure, i.e., by closing the clopeck, Roseret, if the matches on the KT-2 mechanism are also subject, any the engine by closing the fuel shut-off valve, to evoid ignature or fuel in the affecturer, and change to the element's corest. Do not fig the surcraft before the affecturer, turn-off trouble has been found and eliminated.

PROTEINED OF ENDINANTERING WIRE

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4

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. .

531. Should a fire occur in flight with the origins running at augmonte, rating, turn off the afterburner using the eargetry procedure and, than, proceed in the case as a second of fire in the MIP-IT attracts.

PROGRESSION ENCOUPTERING PERCEND LANDING

SIZ. In case of forced laxing or the MRT-175 and MRT-17th aircraft on the ground, in monition to the specialize performed in the MRT-175 aircraft, extent the laxing gaze case leg using the energons procedure for which purpose pull the consegrator contributed located on the lower console of the instrument pacel all the may back. This does, check by the sechmical indicator and murning lights if the laxing gaze none leg has come off from the lock.

PRODUCES OF ENCOUNTERING AFTERMISSER STORYAREOUS THAN-OFF

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APPENDIX

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Alterest Serformance Reference Table for MESE-17 Attracts and Its Madifications

Date	Var-17	1 447-17	- T		
\$ 1	1 2	4417	241-17	Sul-il	Todes
5.				5	- 6
E-gines type	1	<i>57-34</i>	37-19 2930 3360	2515 25.00 3380	With afterburger of
Fuel reserve, lit: without drop fuel tooks with drop fuel tanks	1035	14-32 22:00	1410 2213	1125	Cepacity of drop fuel tanks, 2 x 400 lit
Flying weight, kg: nersel saxious (with drop fuel tanks)	\$320	2555	5354	畿	
Unstick speed, km/hr	557-530	855	235	246	Plans retracted. Without drop first tanks; siturburner turned off
Lingth, 21	1	1	1	1	series arr
taxe-off tath	15.53	185	15:3	733 <u>-93</u>	Seca
Optimus cliabing speed (as read by thin rointor), hn/hr: at teke-off (cos-	750	750	750		With afterburner hurned con-for defully aircraft at an elti- tute of the con- for Mai-fund air- for Mai-fund ein-
bat)		1	1,20	760	
at formal engine ra	720	720	720	?50	of 4000 m
at augmented rat- ing up to ea miti- tude of 10,000 a	-	-	1000	990	From an altitude of
ing from 11,000 to	-	-	920		10,000 m, decrease the climoing speed by 20 km/hr per each
at suggested rat- ing from 14,000 to 16,000 m	-	_	940)		1000 m of altitude for Mer-17m3 stroraft
Waximum rate of clim with engine running at take-off (combat rating, m/sec:	ь .		1	- 1	For Vall-17t aircraft flying at demonsted rate- ing at an altitude of
at an altitude of	17.0	36.7	-		3000 a. and for Par-17m3 at an elettode of

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et au altitude of	1	1	- 1		
5000 a	35.0	27.0	65.0	55.0	1
at an altitude of	1	1	- 1		1
10,000 a	j20.0	15.0	38.4	32.3	1
at an altitude of	1	1			Ī
15,000 x	2.6	-	21.8	1 5.6	1 .
at an altitude of	1	- 1	1	1	1
16,000 =	-	1 -	6.7	_	1
Minimus climbing	i	ı	1	1	ł
time at engine tak	_!	1 -	1	1	Por Wall-175 aircraft
off (sombat) ratin	7	1	1.	1	Tlying at sumented
min:	٠1	1	1	1	ruting at an altitule
1200 a	0.35	1	1	Į.	of 5000 a, and for
0000 m	2.0	0.4	0.4	0.5	Mal-1700 streraft at
10,000 m	5.1	2.5	2.1	2.5	an altitude of 4000 m
5,000 m	14.6	6.6	3.7	4.5	1
6,000 m	1	-	7.4	9.8	-
	1	1 -	9.2	-	,
ervice :eiling, a:	1	1	1	1	ı
ish afterburner	į.	i	ı	_	We climbing has been
urnet off	15,500	1	1	1	practised above 16,470
ith efterburner	100	14,500	15,100	14,450	1
errod me	! .	1	i	1	I
		1 -	16,470	16,300	I
minum speed at	i	i	ı	1	i
rious altitudes.	!	1	1	1	1
km/he:	l	i	1 .	1	i
ar altitude of		1	1	1	
OC M	1110	1	1	1	
an altitude of					1
90 s	1098	1085	1	i	1
an altitude of	, -	~~,	1130	1123	1
.000 =	1048	1033		i	Í
en altitude of		~"	1071	1060	1
,000 =	1030	1006	1		i
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icum permisaible		i i			
ing speeds:			1 1		
to an altitude of	- 1				
	∞	1060	1060		
	??: c:::	1200	1150	1060	Las .
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	ite			11/10	TAS .
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d at all altique	. 1	1	,	340	
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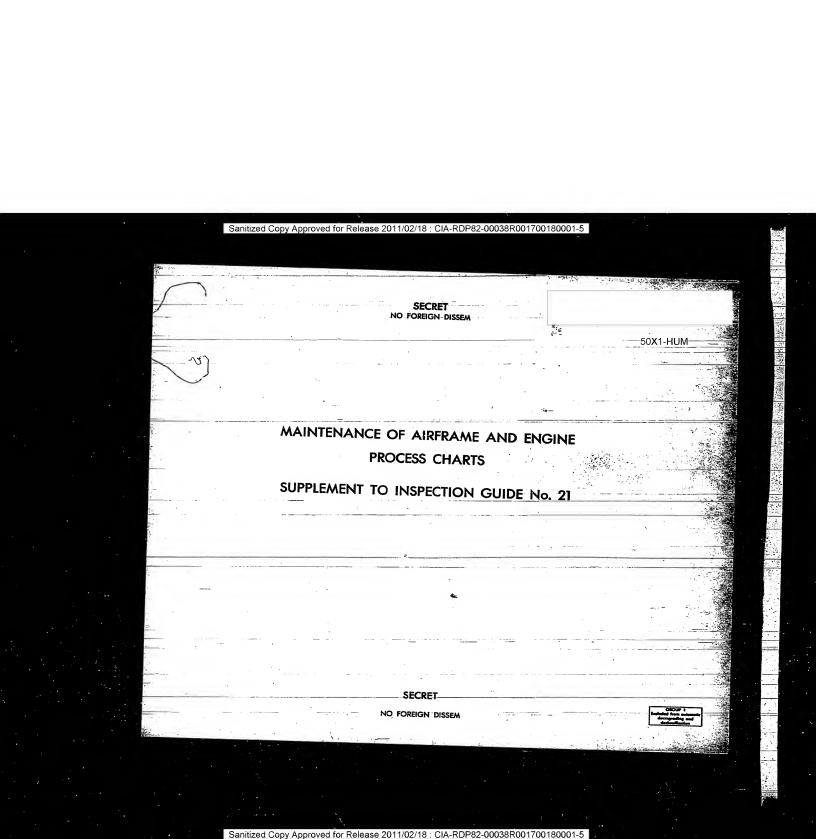
	7		1. 3	5	1 5
Minison flying speed of which the sir raft loses stabili- ty, km/hr	200-220	210-230	230-220	210-230	
Speed corresponding to maximum range for an elititude of 10,000 s, km/hr	490	480	490	480	At other cititates the specified speed is immessed by 20 km/km par each 1000 a of elittude decreese, and decreased by 20 km/km per such 1000 a of elittude increase, as compared to the altitude of 40,000 a
Speed correspond- ing to sexiaum endurance, km/hr	300-320	300-320	300-320	300-320	For all altitudes (IAS)
Meximum range (etage), kms et an altitude	-				Numerator indicates flight range without drop tanks;
of 1000 m	-	-	- 1933	- 220 743	
at an aithtude of			i	į	
5000 m	765	792	670	690	•
		1140	1040	1070	
st an eltitude of 10,000 m	1185		990 1520	1530	Denominator indicates flight range with drop fuel tanks
et an altitude of 12,000 m	<u>1795</u> 2150	1222 1900	108Q 1670	1100 1730	1917 (4004
Maximum endurance (block), min:				-	Euxerstor indicates endurance eithout drop
et an eltitude of 1000 m	-	-	127	1833	fuel tanks, denominator indicates endurance with drop fuel tanks
at an altitude of				. 1	
5000 m st an eltitude of	छ	130	124	128	
10,000 m	108 103	-	197	铝	
et en altitude of	133	113	101	157	

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Werlyward aerolycanie						
suality:	1	1		1	_	
with flops and laming goar res-	13.6	13.6	19.6	13.6	1	幫
Lacted Radio Last	1	1	1	1		
with flaps and land-	- 1	1	- 1	1	1	
ing sear extended	5.6	5.6	5.6	5.6		
	1	1	1			
Wilde landing speed w	ith	1-0-0-				
increretive engine,	1	1	1	1	1 3	
with landing goar and	i	1 1	i i	1	1 .	
flaps retracted	320-350	325-355	_ 320-350	325-355		PERFACE. CONTRITE
with landing gear and	260-270	l		1 233	1	I. PREPARATION FOR PLIGHT.
flers extended	1	270-290	260-270	270-280	1 3	Insection of Flight
Options gliding speed	ł		1	1		Inspection of Aircraft Impaction of Cockyit Properation of Cockyit
(IAS), km/ar:	1	1	1	i		Proparation of Acti-G Suit ERE-I
free to estitude of	1	1	1	i	Pith or without drop fuel tanks	Preparation of Ferachute.
12,000 to 10,000 m	500	50e			- Top Idel tanks	Checking of Aircraft Squipment and Fittings after Entering Cockpit.
free an altitude of 15,000 to 5000 a			500	500		Cockpit. Sadio Equipment Operation Charles
from an altitude of	550	550	550	550		Madio Equipment Operation Check. 5 Aircraft Transporder Check 7
5000 to 500 a	650		' ' 1	,,,,	£ 4	APE Automatic Pasts of
Glide limited speed	260-270	650	650	650		PP-2 Radio Altimoter Operation Check and Tuning. 6 Aircraft Check before Gun Plate.
(before levelling-off)	200-270	270-250	260-270	270-280		Mirerate Check before Gun Firing and Ecobing Missions
km/hr	1				<u>*</u> '	Cockpit Check before Righ-Hittsde Flight Aircraft Check before Righ-Hittsde Flight
Lending speed,	- 1			1	#	Towing of Altrends
	170-190	160-200	170-190		i i	Englas Ground Stanting
Length, at landing run	820-950	50c		180-200	Š.	
lapling path	1-75-1520	1643	1520-050	e85	Without drop fuel	
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the aircraft p	level fl	ches e sa	follows:	11.560 to 11.	350 + 50 r.p.m.,	
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Sanitized Copy Approved for Release 2011/02/18 : CIA-RDP82-00038R001700180001-5 50X1-HUM SECRET MAINTENANCE OF AIRFRAME AND ENGINE PROCESS CHARTS SUPPLEMENT TO EXSPECTION OF The No. 21 SECRET/NO FOREIGN DISSEM

Sanitized Copy Approved for Release 2011/02/18 : CIA-RDP82-00038R001700180001-5 50X1-HUM SECRET/NO FOREIGN DISSEM the present Process Charts are used as instructive forments Caring scheduled maintenance operations on the sinfrancian and engine which are listed in the Inspection No. 2012. - the score of the operations performing definitions Trice To 21. All the assemblies, mechanisms and units of the air-frace and signize indicated in the present book are subject to imposition and observator even in case their operation has been faultiess. The reason is that the purpose of impositions and scheduled soutemance operations substitute addition prevention of treaties rether than in correction of faults. - the technical requirements for the units and been of the airframe and engines: - the operations carried out to correct feults in units and systems which fail to meet the existing technical requirements;
- the approximate time quotes (in man-nours) for wast operation. · SECRET/NO FOREIGN' DISSEM

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IN THE PAPERDIES OF AIRCRAFT PAPER BURS.

(indicated in the columns are the numbers of Process Charts which deal with the corresponding maintenance operations)

After first 5-b bours of engine opera-	After 10-2 11-05 11-05	first 2523 flying house	After every 25-5 flying hours		After every 100210 Tying hours	After every 5 moths of spers	After ereity 12-1 maths	Bote
21:08						£100	05 070	
64	1.2	13,15	25, 19, 20, 21, 22, 28, 32, 33, 37, 41, 50, 57, 59, 64	1, 2, 5, 9, 10, 11, 12, 15, 14, 16, 17, 18, 19, 20, 21, 22, 25, 26, 29, 30, 32, 33, 34, 37, 38, 39, 40, 41, 42, 43, 44, 45,	7, 6, 9, 10, 11, 32, 13, 14, 16, 17, 19, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 32, 33,	55		1. Process Clart So.51. MENDO hydrealic fluid is changed in L.O. Shock strute every 3 years of operation 2. Airtightness checks of devices types (Feling) devices types (Feling)
· .			- 1	46, 47, 46, 49, 50, 51, 52, 53, 54, 57, 55, 59, 60, 61, 62, 53° 64, 65, 66, 67, 68, 69, 70°, 72	38, 39, 40, 41, 42, 43, 44, 45,	2		of Process thart So.(3) are carried out circ every 100 flying hours 3. Process Chart No.70. Operations are performed bring engine replacement and in case fusclage is disjointed 4. Process Chart No.71. Operations are performed

Note. The time of maintenance operations are given in strict conferring sixth these indicates in the Inspersion Balde No.21, Second Edition.

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GERSRAL

1. Boke inled meintenance operations on the aircraft

1. Roke hirds architecture operations on the aircraft shald be performed in compliance with the Lespection Series S.121, the present Process Charte, aircraft service nameds and Americans relations.

2. Sechembel maintenance operations on the aircraft, and the carried out in terms which depend upon the number of aircraft drug hourse it.e. ofter the first \$51, 102 and NC signing hourse it.e. ofter the first \$51, 102 and NC signing hourse into other process. Section 10:010 figure hours, as well as after every 6 and 12-1 months of

operation.

3. If the engine or any other unit has been replaced. on the electric, maintenance operations on these are performed in terms depending in the number of flying hours, i.e. efter 25%, 5/5 and 10/21 flying hours.

4. To ensure to unla-free operation of the aircraft equipment in diverse culmetes conditions (high numidity, dust subtaning highs; etc.), or were specific missions impose hearier leads on particular units of the aircraft that landing goar is support 0 to experients use and the like), shead-of-embetale seintenance operations on all or separate alternit (or units) say be automited for per-formance during segine replacement work or when the alternit is withframe from flying anadous for a long period of time. These non-scheduled operations about he carried out in compliance with the Inspection Gaile Fo.21.
5. Frior to forwarding the sirrest to maintenance

The armost to forwarding the element to maintenance branch is in exceeding to distribute the sent ejection game, the country transport to make the foreign property to which as the distribute fraction probes incomes system and the distribute of the incomes system that the distribute of the incomes armonic for the country distribute the maintaining of the stopped of the maintaining that the second of tie protefficht impetitie protefere, with recording of

all the faults detected. The troubles revealed during the imprection should be entered in the appropriate Service

logs and the eliminated (but for those which can be rem-died only in the course of special meintenance precedures). 6. Before the beginning of the scheduled maintenance operations the aircraft should be inspected in the means of the mean-flight inspection procedures.

of the post-flight inspection procedure.
7. Special preparations should be carried out at the maintenance site in the following sequences.

(a) select and arrange conveniently the tools, fixtures and accessories which are required for maintenance operations. The tools should be contained in special tool ones or in bags which bear identification inscriptions;
(b) remove the canvas covers from the aircraft;

(c) attack the walks on the wine:

(d) open the necessary access hole panels on the wing

8. All maintenance operations should be performed with serviceable and nursed tools and accessories attached

to the simirane and engine.

Prior to, and after asintenance operations on the aircraft, it is necessary to checklist all the tools is order to make sure that not a single tool has been lest or left

in the aircraft. 9. Fren carrying out inspections and maintenan operations the external surfaces of the units of the sin-franc, armament items, flight control and navigating France, treatment throat, filter control and assignment, see self est their controlling these and refer equipment, as well as their controlling lines and mires chould be cleaned from dirt, dust and old labricant.

and old intricent.

<u>ful. 170</u>. Nover remove dirt with ein-kercesse mixture.

10. Senove dirt from the sureraft skin with enter

making our of a hair brish or clean rags.

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care pir fed from a bester, The aurfeces cleaned from ice chould be dripd with warm air. The air tempera-ture could be not over 70 - 80°0.

SENTED. Rever Street to tear frost-river convenes

from alrereft side since otherwise the varnish costing of sain will be designed. Use were sir to unfreeze convenes before resov-

ing them from mireraft. 12. All the holes in tuits, pipelines and all the plus connectors which are opened during minteresco-opera-tions on the sircraft should be scaled with plus or PTC

of pipelines with cotton wool, besp and the like when disconnecting pipelines of systems. Only clean rage should be used for eleming

operations.

15. It parking the campy glaning and the cockyle pressurisation rebber tube should be protected against effect of sum rays; for this purpose ten except about be cauvased.

14. All the maintenance operations and cases of fault correction should be reserved in the eightest and engine Service Logs and in the Aircraft Pre-Flight Inspec-

*iro log.
15. The aircraft technician superintends all the operations concerning repair, adjustment and correction of feults which were detected during aircraft inspections tefore the scheduled maintenance operations.

Safety Processions

15. Testure brists ing important and maintenance of the common the number that all the increasing precisions of the common facilities of the international facilities, drop teach jettleming, that is a lending gras retraction and spootsnerms

engagement of electric units since there may result in grave accidents and failure of almoral's equipment.

Its obvious these undestrable cases open the easily, install the ground safety lookpins in the operating runs of the campy recover game and, without climbing into the compile, make some that:

the seat sjection gam and the columny remover gam are discharged:

are discharged;

- the ground sefety pins are installed in the 2155 dropte gam and in the 2155 canopy property gam and installed property gam and in the 2155 canopy property gam antimating relies; safety covers are fitted over the sent armorate;

- the pround safety pin is inserted in the compy automorous jettings lever and the lever is locked the

lever of the duplicating campy unlost spaces is locked;
- the drop tank energency jettless camps button on
the instrument panel is capped and the drop tank jettlern gum is distanged;
- the lending goar control bundle is latered in the

scutral postules;

- will the satisfies and automatic circuit-breakers of the electric squipment is the compute (with the environment of times which are locked) are in the CVV (SWIPMENT), position (the automatic circuit-broakers located under the right-hand transperson penel may be left CS but for the ADED - SLFE (SEPAS-EESPEE) circuit-breaker);
- the HP unit leatmention circuit-is-CFF, i.e. safety pin in the cockpit is installed, and the switch on

succey pan in the cockyte is Installed, and the prich the IFF destructor control panel in the nose accessory comparison is in the CFF (Euclivies) position.

19. From counting the drop tenk on the afternation of said to the storage battery before completion of drop tank normalism operations.

The Differs disposeding the front air brains or the armoral trates of an the cross-ford tick (located in the wall of the right I.G. leg) and look to sitt a flagged

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havery ping them commands open one air brares. Prior to occoming the arrest-feed cont reduce the pressure in the hyd-

in spates to zero.

2.C.U.T. it is revealed to extend the air brakes
for inspection by pressing the air brake control
punche for located on the pilot's control stick.

2. It is furticled to stay in the cochpit than the sells of the laming gear, flaps and air braces are being imported with the hydraulic system muce pressure.

It is furbidien to extend the air brakes wim the sit of the live hydraulic system (for operation in the well of the air brakes).
 Before sorting in the well of the rear air brakes

15. Sefere sorting is the well of the rear air brebs disconnect the hydraclic cylinder operating rod from the air brake with the pressure in the main hydraclic system reduced to zero.
20. Type termination of importion and maintenance.

2). Thus termination of impection and maintenance operations in the air bress wells close the cross-feed month.

It is fortidden to fly the sireraft with the cross-feed core over.

He car open.

He chip ordered specialists are authorized to load and unlead the seat ejection run, the campy remover runs and the loop tank-jettings runs, to which the control of the drop runk jetting group, to best-fire the explosive charge-actuated mechanisms with appeals primare and to check the charge-actuated mechanisms for proper functioning.

The reclaminal control lines of the explosive charge thring reclaminal of the such efection gin and empty jetfit on a little section be adjusted by aperialists included in the such action be adjusted by aperialists included in the such action of the such actions.

21. 411 the anticommune, properations and adjusting operations to the erap aperator grap tempty penters (42).

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and drop tain juttiesp gun should by carried out with the

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Take Section

explains larger records.

25. It is forbidden to descent the earny from the aircraft together with the interlock cable.

26. Drang loading and unloading operations of the

aircraft armaent systems it is necessary to place a red flag (or a red laircraft mose, in addition a red flag (interp. should be aircraft mose. In addition a red flag (interp. should be also-placed besied the test scenten of the aircraft when special units (pods) are being attached. The flag (lanters) indicates that staying or passing in front of or behind the aircraft is prohibited.

25. Then fuelling the aircraft it is forbidden to stay under the aircraft or to work from a service ladder at the fuselege tail section since otherwise sudden setting-down of the aircraft under the gravity of the tank-filling fuel may result in grave injuries to the personnel.

26. It is forbidden to fuel the aircraft which is within the reach of gas structs from other tarking eigenfuers from it close downshad proximity to the aircraft with

27. During maintenance operations on the aircraft never place foreign objects on the parts, essentiles and mits of the aircrame and engine. Upon completion of meintenance operations make certain that no foreign objects are left in the access biles, comparisont, and on the units and accessories of the airframe and engine.

28. Before the first starting of the engine, as cell, as after every disconnection of fuel and hydraulic system lines of the engine or airframe for units replacement, pusp has expected through to eliminate air locks, especially if there are undications of such locks.

(i) If cil has been desired from the engine cil system, prior to starting the engine charge oil to the normal level incoming with the sid of the dip sticus the

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maning engines.



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elevel should be 1) 2 3.5 litter). Then start the engine are take it run at 506 normal rating during 30 seconds. For the engine is stopped check the oil level and add siliant the tank till the required level.

oil into the tank till the required level.

JO. It is forbidden to add oil into the engine oil apates with the engine remning since otherwise undesirable aplane-est of oil may happen.

Ji. After scheduled maintenance operations and upon climination of troubles the engine should be started and tested only at grounds specially assigned and equipped for this numerous.

for this purpose.

32. Bever start the engine unless brake chocks are placed under the landing goar sheels. Before starting the engine for teating at augmented rating moon the aircraft by means of cables.

33. Before ground check-running of the engine install

ports and resure these acreems before taxing to the taken off position. At parking, plug the additional six tension

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abutter ports.

No During the first starting and check-running of the engine after the schefuled maintenance operations check (with the engine running idle and with the engine comparison screes hale covers open) for leakings of feel and oil from the joints of pipelines and units. Only after this check it is allowed to carry out engine check-

ing at higher power ratings.

35. In the course of the entire service life or store go of the sigime on the aircraft the sorice system should be filled with frel. In case the frel system of the so-gime is expited it to necessary to subject the system to internal correction-presentive treatment so later than in. twenty four hours after fuel trainage.

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Suplement to Laboration Suite Selds	PR208:	S CEART TO.	1	la 2 sheets Sheet 2	
Par ether	FESSY FESSY	PERSONAL PROPERTY OF PURE STREET			
Procedure	Sechnical F	equiresents	Fault correction		
6. Ne-install filter in special raise control presents line of feel systems ecres it in as far as it will a mid eafest with locking wire kile-0.8 ". Pure all thick, engage purps as shock system for airtichiness 6. Close access hole pass) and locking	4		- 1.1 4.1 - 1.1 4.1 1.1		
•			'.		
Accessories			Tools		
		Welti-purpose fl. Soreviriver	7; 24 x 27 and 30 x 3 at-mose pliers cross-clitted scress	22	

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Suighemout to Inspection Suide Soull						
P.SL STSTER	RASEING AND DESCRIPT GASCLETS STATES FIRSTS regained -					
Procedure	Sechnical requirements	fault em/estim				
1. Open granite tank access halo paral on Invitege port side and remove filler neck cover. 2. Open panel of access halo leading to fire artificationing cylinder and nyimmits accessives (on right bottom side of furtileys). Filter 9 is installed.						
between tank and juny UNFDO-56 (75,23) 3. Frain gastline from tank into clear container by pressing upon drain cock 1 (Fig. 3) 4. Dalock filter 5. Stris off pipe nata and resame	Protect disconnected pipe ends	(max sa				
filter 2. Denount filter together with Iwe-connection 4 6. Sash filter in pure gasoline and blow with compressed air	Filter game and soldering places should be free from damage and deformation	In case of deteri	oreted filter gaus r replace filter			

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SECRET/NO FOREIGN DISSEM Francisco to Inspection PROCEEE CEART No. 2 In ? steets FIRE CICTURE ATTEMPT THE BETANDED CONTINUE BLOCKS ALTERS Procedure 700ctres - 0.30 7. Impact filter graze and solder inc places Technical requirements _frult correction Filter should be clear 6. Re-mount filter, tighten mute co lock than 9. Fill tent with gasoline 10. Impact filter commettens and the sure there is no gasoline leakage 11. Close occass note parsi and lock 1. 第二十二章 \$ 100 mm. Sesulter Beir bruch Pliere Screwingrey French, 19 x 22 French, 32 x 36

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Supplement to Instact Long	PROCEES CHART	¥0.3	In 5 choris Sheet 1
PEL TRIM	PASSES TIME PARK P	II.TYPS	Men-bours required = 0.35
Procecure	fechnical requirements	Poult orgrection	
1: Drawe cover of access hole lead- ing to min-is purp lectard on wing under- earface at mose sentions of ribe 13 - 14 (before doing this denount special reck, if say) 2. Resove serves which strach elso- tric rowsections of pods and save these way from filter cover to ensure free receves of filter cover (Fig. 4).			
5. Onlock and inscree filter cover 4. Findrew filter eleven from body 5. Le-mount filter cover on filter body to closs filter opening 6. Find filter gleasent in clean gmodium, blow with compressed air and inspect	Filter gruse should be clean and free from damage o. erumpling, Sol-	Filter elements sit	
7. Beaute cover and insert filter element in filter body 2. Serve in filter cover and secure it with looking wire KIAO.3 9. Attach and fasten in place electric emections of special racies 10. In adversit beginning with Serval YouGID open much of streng hole lighting to acceptable located between	dered joints should be intect		Ì

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PROCESS CHART No.3

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Procedure

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	Supplement to Inspection	PROCESS CEART So.	. 3	In 3 sheets Sheet 3	
1	Paids No. 23	RASPIEC WING TARE PILITEES		Man-bours required = 0.30	
	Procedure	Prohitoel requirements	Yeult correct	ios	2
	15. Is-mount complete assembly on aircraft, attach and lack pipes 16. Beford tambs, empay pumps and check system for aircightness 17. Be-install across hole cover and subs it fast with across				
74 5					
degrade.	. Accessories	Serveiniver for Special ereach f		i-785 4-9 5	

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turplement to Impression PROCESS CEART Bo. 4 Ga100 80.71 Ecert 1 DESTRUCTION OF DROP FUEL TAKE GATZE FILTER Procedure Technical requirements Penit correction prein fue) from drop tank (Fig.5) ELECTIFIC. Serve but plug with spesial wrench; never use additional lever for unacrewing
since otherwise welded joint
of tank filler neck is likely
to get danaged.
If plug of drain tole fails to be
secreted out-with-wrench, remove upper
plag of tank, fill tank with 5 litres
of clean kerosers and rinne tank. Inspect gouse filler through tank upper
filler neck and sake sure it is intact Unlock and screw plug out of drop drain inle filler meek and make sure it is intact Filter module to clean, its filter 3. Fast gauze filter with clean Replace filter with damaged filterin gusoline and blow with compressed sir ing gause and soldered joint should be

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Pulce No.21	PROCESS CELPT EOA DERCTIOS OF DOOP FUEL CHEE CHEES FILETE			In 3 sneets Sheet 3
FIS. STETE				Kan-hours required - 0.50
Procedure	Technical requ	ireacts	Fault correc	=1os
4. Inspect filter 5. have aura them tenk bottom and area eround drain hole are free from dirt and sediment 6. se-install filter, seres in plug and secure it with looking wire KOS-0.8	-			
			7 7777	
Accessories			Tools	
		Special wrench, 72 Flat-mose pliers		

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না ক্রম বিশ্ববাহিক ক্রমে ইন্সেক কর্ম হার্মিক কর্ম হার্মিক ক্রমের হার্মিক ক্রমের হার্মিক হার্মিক হার্মিক হার্মিক

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SMENTING OF EMALITY-4 VALUE AND DESCRIPTION OF PAGE SAME No. 5

Description

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Supplement to Inspection Suide Eo. 23 4 PROCESS CRIRT 30.5 .-In 3 storte FULL SYSTEM INSTRUCTION OF RECEIPTIVE VALUE AND INTERIOR OF YORL TAXE BOOK Procedure Tembnical requirements 9. Rook alightly pipe value of pump a5532 to carefully lower plate with regardised value (Fig.8)

10. Using extension lamp inspect (through impaction hole in tank Ro.3 of the full stank walls are tailther and make cure that tank walls are tailther smollen of walls. Tank outer about the free form settler (large of solidifier smollen on tank bottom. Pault correction ment on tank bottom.

Then through with inspection of tariffic tions access hole with cover rou out of this duralumin sheet to match negative—; valve plate. Attach never with four access. fluid or metal durt) FIG. & ACOMPINE IS VALVE TO RESE.
FULL PLAP GSA 110. Inspect to make sure that
electric and locking fittings of
regative-G valve amenblies are intact
to that inner chare in clean. Check
swallow rubber is valve seat (Pig.e) for Clearance tetween weight and valve body in normal (non-inverted) position should be not smaller than If clearance is less than 2 mm file position should be not smaller than 2 am. Smalling rubber should be former; it to occuping of rubber shall be time to comparing of rubber shall be time. I make A it would be myring points on could separation should be present, it invoice points the life point of the occuping points of the shall prove the occuping at most, give most a resourchy in its govern, eathers the shall be Repusee rubber if eracked or Total n. Impect point at which enight Total variable to the self to the selfcontrol of the self to the selfcontrol of the selfcontrol of the selfcontrol of the selfcontrol of the selfto t

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Supposent to Inspection		CRART M.		IM 3 ansots Sheet 3	50X1
F.J., 51652	DESISTED OF MENTING	AVERS THE LAUSETS		requires - 4.00	
Procedure	Probaical requires	ee/130	Pault correction		4
1). Deck drain cock on negative-d valve plate 16. Check sirtightness at valve as in invarted position (valve closed by gravity) at air pressure of 0.2 kg/ms inside valve body during 5 minutes 15. Install plate with negative-d valve in tank. Before installation, inspect tank walls in area of valve weigen travel for absence of corruga-	Hote, Clearance I stroud (hote body should than I me				
tion since correction may result in waite binding. So correction in this area shall be tolerated	. !		ega sama, sama si sa sa Santa sama si sa sa		
locassories	-	Flat-come plies	field 7: 9 x ll; 14 x 17; 9 x ms ordinary and for cross-		3)
	•			. :	

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Suppresent to Respection Guine Bo.21 Le 3 states State 1' FIRE SECTION DESPECTION OF PROLY VILYES OF TAXES NOW 1 AND 5 Technical requirements Pault correction 1. Drive can nerews and descent ea-may rear section to obtain scores to float valve plate of tank He.1 2. Open cover of fuel tank He.5 (en fusiles port side;

5. Unlock and disconnect control and
want pipelines from tanks Hes 1 and 5

4. Unlock and acrew out botts which
rttach float valve plates of tanks Hes 1 5. Owrefully receing pipe unions recove velve plates of tanks Hos 1 end 3 (Fig. 9) FIG. 9 FLOAT VALVE OF TANK Fig. 1 Closs LETE WITH PLATE (FLATE PERCENT) FORM TANK!

1 - Rises to 1 - Frequent feel wife, 3 - planes d - plagged exemptions of correll present paper as species are English introducing upon the feel of the plagged introducing the correll present paper as species are English into distinctions to 3 - use of plagmans. 6. Inspect parts of float valves to Corroded and damaged parts will Replace valves with corroded and decate sure that they are free from cor-corion and muchanical damage 7. Check float walve for mirtightness To this end:

(a) shift off one of valve pips unions
at outply six pressure to other union
(30); Them eir is supplied to valve at pressure of 0 to 1.8 kg/cm², no sir Proofie era esidded



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In 3 sheets Ebest 2 PROCESS CHART Fo. 6 Supplement to Inspecting State Bo.Zi INSPECTION OF PLACE VALUES OF TEXTS HOR 1 AND 3 megatrod - 3.00 KIL SESSE Pault correction

(b) immerse walve into water and,

(b) immares valve into water and, holding float in lower position (ball valves are closes), build up air pressure of 0 to 1.8 kg/cs.

In case of bubbling check valve additionally for sirrightness by fuel; to this was fill beroses into valve body and build up pressure of 0 to 1.6 kg/cs.

Pechaical requirements If bubbles are desired, test

Then air is supplied during 1 ainste at 0 to 1.5 kg/cs to berose-me-filled valve, the valve under test is considered airtight in the leakage is not beavier than 10 drops per

In case of poor sirtightness of demount it and transfer to repair

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13.

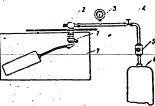


Fig. 10, Cyto Colond FLEAT NALVE FOR ALEXTHATHESS

1 - Test on each finiting, 3 is pressure gauge, 6 is booker relies, 5 is traducing on each 6 is booker and colon 5. The traducing on each 6 is booker and colon 5. The traducing of the each finite files and the each files.

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Surplement to Impection Gaide No.21	PROCES	8 CRARS S.	6	In 3 sheets Sheet 3
FOR SYSTEM	INSPECTION	OF FLOAT VALUES OF T	MES NOS 2 AND 3	Nen-tours required - 3.00
Precedure	Technical :	equirements	Pault correct1	og.
8. Using artersion lamp, inspect (through plate hole) tank salls for condition and sake sure that tanks are free from foreign objects 9. Pe-install plates of float valves, tighten and kook holes 10. Communt and look pipelines				
Accessories			fools	
Extension lamp Devices for air supply at 0 to 1.5 kg/cm (.en Pingram in Fig.2)	² to float valve	200 mm.	·	



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Suplement to Inspection Suice So.21	PROC	IRS CRIRT	Fo. 7 -	In 2 Rhosts Chest 1
Fil. Strong	DELIVERS OF SEDECAL VIOLENCE AND CONSTRUCTION OF SERVICE AND THE WATER THE W			Nam-hours required - i.o
Preseture	Technical req	nirements	Fault correc	
l. Brain feel from wing compariments				9
through drain cock of main feel line. To this easi:		41 1		
(a) ground aircraft and containers				
into which first is being drained.			1	
(b) open filler neck of tent to 2.	l	Car The	THE STATE OF	
(C) open left screen arm) of many				
of orters access to crain out annual	i			19 2
and Crain base to drain such assessment			1. (U.S. 1888)	
hose towards container for drainage and				
spen cock (P16-11);		المراسول المنا	في المنظمة المساورة ا	
(d) switch on ground electric supply				
source and engage purp II of cervice tent		Tre seal in	or Facilities	
2. Brain sediment and non-expendable			1	1.2
fuel remain from wirz tanks; to do this,				
formed in turn on each wing:		FIG. 11. CHARAGE	UEL FROM TALL	
(a) unlock drain nine.	*	I - drie audy 2 .	Seed drawn Seems	
(b) SCISE Emerical Assets a				
del care again place into rive and				3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
0+4513		. 1		
(c) face up wing opposite to that	•	1		0
walke as setting white death with	• *		8	
artice (12f: ming by 200 mm);	•			



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Supplement to Inspection Guide He.21		CRSS -CRARS	Bo, 7	In 2 cheese Smert 2
PUIDI STOTES	DRAINAGE OF S	TAMEN OF THE PART HOST	CASUS FORL	Men-bours required = 2.00
Precedure	Technical	requirements	Fmlt correc	tica
(d) using device screw out plug and drain fool remain into specially pre- pared container Form Soften carrying out operation		/		
sider Item 2 Open filler neek of tank 70.2 and groun: drainage container and cir- oraft as in Item 1				
		FIG. 12. DRATHING SED BLENT AND FUEL. REMAIN, FROM WY 1 — concer of drain plug. 2 — doubles plugs.	C TANKS	
Accessories			Tools	
Fuel drain hose (72-7804-320) Device for drain place of wing fuel to (72-7804-370)	ppartments	Erench, 24 x 27 Screediver, 200 Flat-mose pliers	100	* 1



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In 2 sheets Sheet 1 PROCEE CRAFT So. 8 Gette Sr. 2 INSPECTION OF DIS FOR TAINS
AND SECTION OF THE SECTION PARS
FOR PRICE COMMITTEE AND RELIEF AND ADDRESS. Feb-Lour required-1.50 PER STEER Fault correction 1. Turn out surem attacking panels of scress holes which lead to tank strechest stude at fursing port and strechest stude at fursing port and starboard sides and in superstructure secretion; then open access penals (Figs 15) and 14) Acte. To demonar fuel tasks art. as follows: (A) mure cut access planel attachment receive of fur tasks are part and entablish eides (Fig.13); (b) entaines access pubble (Eg.45). 0 V125135 De not open acress panels of tanks Not 4, 5 and 6 until attanhant rods are reseved FIG. 15 CANDUT OF EURCLACE STANDONET SIZE ACTION ACLES ACLES ACTION FOR EURO DE FORM TANK ATTACHMENT FOR EURO DE FORM TANK ATTACHMENT STREET. since otherwise access panel hinge loops will be steared

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Note should be bigetly presed and reliably locked no study at

shien in Hig. 16

2. Crawn access provide of trades Sis 6, 5 and 6 3. Short to set if more who even well right to tack etherinant staff

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Suplement to Inspection				the second
Ouide Bo. 21	72	PROCESS CRARE Sold		In 2 sheets
. १०८ सङ्ख्य	ME PROFES OF	CHES OF REG PIPE. 21 SOUTH OF PURE SEE DEFICE AND RELIAE	NES PLAN	Men-hours reguland-1.50
Procedure	Technical re			-
6. Cosch safety fittings on mrts for condition. 5. Re-install panels of occess hole leading to attachment stude and secure them with server of the server which attach for the server which attach faces panel of fuel service tank lower facetion (from fuelage port side, in leading gear log well). 7. Locking through access hole checking the server fuel tank lower section. 8. Re-install and secure with server occess hole cover	liner walls of be free frue crecks	full LAVOIT CER fuel tank should	Fault corre	ace, attrition
Accessories			Tools	
	\	Serveirie Fulti-pur French, 9 Serveirie		

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Applement to Imperting	PROCESE CH-81	¥c. 9	In 2 sheets Sheet 1
Gride He. 21.	DURING CUSCUME SYSTEM PRESSERVATION :	NU NO NE TUES	Man-Loure required-1,00
MIST SURERY INC.		Fault correc	tim
Procedure	Technical requirements		
1. Dalock and turn two acts off gaso- line system presentisation pipelines	Note. Gasoline system pressuring- tion unit is installed on rear wall of right Law. leg well where it is attached by sease of two yokes		
2. Server two mits off bolts which fasten pressurisation unit yeles 3. Generally bring jobs apart and			
renove presentiation unit from pokes Some, in case of failure to denount			
reducing valve at the left side			رائعي المسترسوريون
4. Remove spring ring and withdraw dust filter from pressurisation unit 5. Seath filter in clean gusoline			
and dry			
tion wait cylinder			

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Supplement to Inspection Guide No. 21	PROCESS CHART	Fc. 9	In 2 sheets Sheet 2
full sistem	PERSONAL CONTRACTOR SERVICE LEGISLEMENT	CE DE LE DE DE PRINTE	Fen-tours required-1,00
Procedure	Technical requirements	Fault currecti	
7. Insert filter in cylinder and install spring sing 6. Install pressurfaction unit back in place (the arrew on cylinder should be directed openut), factor it in positice with servers, connect pipes and secure pipe ants			
Accessories		Tools	
		hee, 14 x 17; 19 x 22 and ; nose pliens	*11

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Supplement to Inspection. Unide No. 21	PROCESS CHARS	30, 10	In 4 absets Short 1
PIL TER	CENCIES FOR STORM, CARD AND EXPENSES ESSENCE FO STATEM PERSONE FOR ALE	22 2 7 1 2 THE	Man-house required-1.00
Preceduge	Tochnical requirements	-Yamlt corre	
L. Operate through lower access hole (at left, between frame Nos 25 - 20 to close cort-off value of food system 2, the standourd side of function all sertion (above first), in metal across-protected recess, demand two valves of main tanks pressurfaction system; ping disconnected ends	(b) with amessive air pressure in pressurization system of 0.3 kg/cm ² ; attessive air pressure is built up with the aid of special device; (c) with drop tank and pylon re- moved. Push pipeline of air pressurj- sation system on functors about		
3. Use rubber plug to shat off and of pipe which runs from sealed box of	elosed with special plags		
drop tank prescrimation system safety values over fuestage aids on part sides, force of megins cill filler sack 4. Operating through across hole on fuestage port side between fuests and parties are 25 - 25, discourse hydraulic system proconstitution pays and expline six intake pays from four-way connectivat plug page autom			

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Supplement to Inspection Guide So. 21 PROCEEDS FULL SISTEM ADD SCALING INVESTIGATION STATES FOR STATE ADDRESS FOR ALLEGATION STATES SO ADDRESS FOR ADDRESS AND ADDRESS AN			
Procedure Freehical requirements Fechnical requireme		PROSESS CREET FO. 1905	
5. Using Tubber ping close drain plays which runs from drain (circular) playline over fasslage side, down at frame Es. 29 6. All drain cocks of pumps and 7. Comment pipeline with rubber ping framing from ground installation) to not system went commertion pipe located to the left on superstructure section off frame Es. 20 8. Insert rubber ping of device 65-920-00 in pressure and satisfain this connecting pipe 9. Anild up air pressure of k/c/c in system and satisfain this recourse during 15 minutes Clocking Airtichtones of Casoline Strates and Referentiation Pipelipe 1. Fill tank with gasoline and inveril special pressure gauge-fitted	Pum sistem	CESCIDO PUEL FISTER, ABOLIST ATTA AD EXECUTE ENERGIA PERSONALICA SESTA FUNDO POR ANTIGENICA SESTA FUNDO POR ANTIGENICA	
5. Using rubber ping close drain pipe which runs from drain (circular) pipeline over fuselage sidn, down at frame Se. 29 6. All drain codes of pumps and gyates should be closed 7. Comment pipeline with rubber ping (running from ground installation) to fact system went connection pipe located to the laft on superstructure ascrim aft of frame So. 204 8. Insert rubber ping of device 16-982-00 in pressure head air inteks connecting pipe 9. Anild up air pressure and animination recourse during 15 minutes Procedure Airtichtores of Gesoline System and Hydraniic Reservoir Pressuriation Pipeliph 1. Fill tank with gesoline and material special pressure gauge-fitted	Procedure	Technical requirements Pault cor	met in
7. Comment pipeline with rubber plug frunning frus ground installation) to 7sci system went commention pipe located to the last on superstructure section aft of fruse 5s. 204 8. Insert rubber plug of device 16-9820-00 in pressure head air intake commenting pipe 9. Saild up air pressure of kg/cri in system and saintain this recourse during 15 sintees Checking Airtightness of Casoline System and Bydramite Reservoir fressurization Pipelipe 1. Fill tank with gasoline and inveril special pressure gauge-fitted	pipe which runs from drain (circular); pipeline over faselage skin, down at frame So. 29 6. All drain cocks of pumps and		
of frame No. 284 8. Insert rubber plug of device 8. Insert rubber plug of device 16-982-0C in pressure had air intake connecting pipe 9. Ruld up air pressure of 18/Cr in system and maintain this 1-ressure during 15 minutes 1-ressure during	(running from ground installation) to fuel system went connection pipe located	<u> </u>	
omeeting pipe 9. Alid up air pressure of layout in system and animining this recourse during 15 minutes Cocking Airtichtness of Cosmine System and Endraudic Reservoir Pressuritation Pipelipe 1. Fill tank with granding and natell appoint pressure gauge-fitted	of frame No. 284 8. Insert rubber plug of device		
Checking Airtichtones of Casoline String and Endraulic Reservoir Preservitation Pipeline 1. Fill tank with granilmo and matell special preserve gauge-fitted	9. Raild up air pressure of		
and Endraulic Reservoir Pressurization Pipelipe 1. Fill tank with gasoline and untell special pressure gauge-fitted	recours during 15 minutes		
netril special presente gange-fitted	and Ardraulic Reservoir Pressuritation Pipeline		
	ustell special pressure gauge-fitted		

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AD EMPHRICAL SERVING

FIGURE NO. 23

PORT SEPTE

AD EMPHRICAL SERVING AND ARCHIVE SERVING

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Supplement to Inspection Guide Fo. 21 PROCESS CRART Son 10 . :-In A shorte Non-house required - 1.00 FUEL SESTEM Procedure opening reducing valve, build up 5. Make sure that gasoline tenk pressure gauge reside 0.40.05 kg/cm², and hydraulic reservoir pressure gauge indicates 1.6 to 2.45 kg/cm²; then close Weither decrease in pressure indi cations nor gasoline leakage at pipe joints shell be tolerated reducing valve and maintain this pressur in system during 15 min LE LANGERS CORT 6. Restore initial pressure in 7. Open fuel cut-off cock and lock it with ICK-0.8 wire

8. With engine control lever in

COT-COT (CTCN) position, engage all fuel

costem pumps for 5 to 10 minutes leakage of kerosome from pipeline joints and went system is not permis-Accessories Serveiniver for cross-alitted screen
Frenches, 27; 19 x 22; 14 x 17 and 46
Flat-cose pliers Plug for fuel pipeline used when pylon is re-ed (De-6109-2825) Airtightness test fixture for cockpit and fuel -yotes (Ib-9520-00)

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Sanitized Copy Approved for Release 2011/02/18 : CIA-RDP82-00038R001700180001-5 erenterin i vije i resultering sangs SECRET/NO FOREIGN DISSEM .∴. 50X1-HUM 72 3 ------Applement to Impection CEPTATES PROFUNIZATION VALUE IN FUEL, GASCALES AND PROBABILITY OF THE STATES AND STATES AND ADDRESS OF PROFUNE ADDRESS OF PROFUNIZATION AND STATES OF PROFUNE AND ADDRESS OF PROFUNE ADDRESS OF PROFUNE ADDRESS OF THE SAME AS, CO.) Rap-Lour ME STEE During presentiation value that fuel two Mooth kerasers and green L. Open covers of access holes and filler needs of fuel (harosens and posoline) tanks and hydraulic reservoir and fill them with fuel (harosens and fuel tri. "Whoth herease and gase-line) should be filled to expectly: - fuel level in fuseless and trap fuel tunks should be below lawer edge of filler meaks by 20 to 30 mm in summer and 10 to 20 mm in winter; fuel level in gusoline truk should be bidle) and ser-10 bydraulic fluid below lower edge of filler mock by 40 mm in winter and in somer; - hydraulic system reservoir - hydrenlic system reserves.
(Its both sections) should be fully
charged (within the limits of dip
stick or garge glass divisions). 2. Tightly close filler mack cover of fael tanks and hydraulic reservoir of final tanks and hydraulic reservoir (with the emergium of covers specified in Item 3 below) 5. Install special caps with pressur 5. Section 177 in place of caps (see Figs 16 and 177 in place of caps of filler such of fuel tank Eo. 4. "Iller such of sucline tank, filler such of drop tank and filler such of hydraulic bosster chanker (at the left mide) or of hydraulic recession min FIG. 16. NOTALLING PRETRUPE CAUGES IN PLACE OF FRLER MECK COSE?! IN CANDUME AND REPORTED TANKS mide) er of hydraulio reservoir main 1 and the second second second second SECRET/NO FOREIGN DISSEM

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Ŕ Supplement to Inspection Smide No. 21 la 3 micras CENTRE PRESENTATION VALUE IN VIEW, GESTRIER AND PRESENTE STEPACE RITE RETURN LEAVES, CANTERS ARREST OF PRINCIPLATION IN MICE FORE COMPRESED OF APPRAISE REMINING STEP SERVED RC. 0805 FULL STREET Pechnical requirements rysics (at the right side)
4. Start engine and make it run at
70 - ECS morsel reting. At this reting
drop tank fuel consumption indicator
light should go set
5. Chock pressuritation value by
pressure pages installed in tank fuller
souchs Preservisation air pressure should If tank preserrication value is loss than specified, act as follows:

- detect point of air learner for a system to application of sony water at pipeline connections and surely make a courset fault by industring water for any additional and the state of the system define this bleed air from system - in tank \$0.4 - 0.21-0.23 kz/cz²
- in gazoline tank - 0.4*0*0.5*gz/cz²
- in droy tank 0.81 - 0.85 kz/cz²
- in hydraulic reservoir 1.60 - 2.45 kg/cz² (before daing this bleed air from ayer to grainally screeing off filler seek

FIG. 17. INSTALL NG PRESSURE SHAUTE IN BLACE OF HYDRAULE RESERVER BYD" / GLER HEEK LEVER

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Oride No. 21 -1-	2200288 0318	In 3 aborto Ebest 3
	CENTER PRESENTATION VALUE IN FIG., ISSUES THE BODY EXCESS, CARLES LO THE FUE CONTENTS OF ABOUNT SOUR	
Procedure	Technical requirements	Jault correction
6. Return engine speed to idling rating and run it at this rating for 1 size. 7. Stop engine. Fifteen similar after engine stoppage, check air pressure in gasoline tank and hydraulic	Frescure should drop to not lower them: (a) 0.17 kg/cm ² in tank No. 4; (b) 0.41 - 0.43 kg/cm ² in sing fuel compartments (for aircraft beginning with Serial No. 0615)— In 15 minutes after regime stoppage, air pressure should be: (a) 0.4*0.05 kg/cm ² in quadling tending the stoppage of the stop	It is not advisable to tights and of piceline connections with system
reservable	tank; (b) 1.6 to 2.45 kg/cs² in hydrau lic reservair. If the above requirements are observed, pressurisation tystem is considered operative and sirtight	Herry was a summing
Acressories		20030
Firture for checking pressurisation fool tames, and of hydraulic system res 25-9062-00) Drop tank troller		N-coss

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Supplement to Inspection Guide No. 21	PROCESS-CHAR	7 Fo, 12	In 3 sheets	
FDL-RIGHTE: MAIN	PUPILITIES FOR CONDITION AND	ATTACHEN	Men-Lours Pecsired - 0.3	
Procedure	Zechnical requirements	Yault correct	ios	
plices the following write and inclines of fire-fighting system for roper condition and stackment: (a) fire extinguisher cylinder stacked between frames Nos 21 and 22: (b) discharge ring (if engine is recoved, check orifices for cleanness); (c) pipelines running from fire	Once used (in fire flighting or accidentally), fire entinguisher should be renoved from aircraft and transferred for recharging Then replacing fire entinguisher (no actter charged or discharged) from aircraft, sorres cap with holes on to operating commection. Ht cap over			
ertinguisher cylinder to discharge ring (d) fire detectors (thermoccuples).	connection imediately upon disconnec- tion of pipeline; this done, descent fire extinguisher from bracket. Fire cylinder surface should be clean and properly painted.			
	Pipelines should have no frayed spots desper than 0.2 sm. Cylinder			14
2. Check continuity of electric format between fire extinguisher operate button and fire extinguisher cylinder that the same format out the check for fively with electrical equipment formation sterialists; to this ending in foreign close EVERUE BATTER HAVE-SHITTO (ANNOVATION ESPECIOS).				



Sanitized Copy Approved for Release 2011/02/18 : CIA-RDP82-00038R001700180001-5 SECRET/NO FOREIGN DISSEM . 50X1-HUM Za 3 nbary Supplement to Inspection Guide So. 21 Sheet 2 · creatur piri-pierire sister della ard PRE-FIGHTISC STREET sedryist - 6"s PHYSLERS FOR DURINGS AND APPARENTS APPUPOSE,) circuit-breaker or right-band ecosols and FIRE-FIGHTER ENVIRONMENT CATORY ENGER. CUTORY VALUE (DOMAN. OS. EPCOGOCKEZA. COGAPE, DEP. EFAE) circuit breaker on left-hand front control beard;
(b) insert 2 = 3 megohas resistor
between pipe (fire detector) and airfrace: this should result in operation
of E-2 electronic aspliffier, and in
illumination of FIZE (DEEP) indicator When remister of 5 megahas is introduced, EC-2 amplifier does not operate SECRET/NO FOREIGN DISSEM

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PRESIGNIC SISTE	•	PIPEL:	9 F.22 F36 P0	-21C	ens i	POCEN	DE LE	ATO	-			Man-1	0.10	1
Procedure	74	echnica.	I requ	ires:	sto		÷		Fax1:	_ co==				1
3. Resonant check fire extinguish cylinders for proper charging by weighing them at charging station 4. Re-limitall fire extinguisher cylinders and quoset electric streets problimes troughtenings ring to them	6-11-4	er pres	- Sure	eboul.	å bo s									
						* # #	¥r⊊.	<u> </u>		ع است			**************************************	
	°c	-55	-45	-35	-25	-15	-5	0	+5	+15	425	+35	145	L
age growing	bg/ca ²	30	35	40	45	50	55	60	65	70	80	90	300	
					7-T					·			47	
Accessories				ş- *	, = '			Tool	s : (::	- 2				
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Supplement to Inspection duide So. 21	PROCESS CHART So. 15	In 20 abets Sheet 1			
MINATUR SISTEM	CENTURE AND DE RESEARCH FIND IN RUBARILIC SYSTEMS, REPLACE- REST: OF FULL PROPERTY DESCRIPTION FOR				
Procedure	Twomical requirements Paul Corre	ctica			
Preinting ANT-10 Fluid from	Bydranic fluid is hydranic systems should be changed for the first time after first 25 - 5 flying hours, without teasouring and washing of hydranic reservoir Subsequent changing of hydranics fluid in hydranic systems which implyes descounting and washing of hydranic reservoir should be carried out after every 200 flying hours (2 years of operation)				
Principle Systems					
L Jack aircraft up so as to obta clearunce not smaller than 50 mm between the second and wheels 2. Connect ground electric power supply source 5. In cockpit: close circuit-brea of laming gear, flaps, air brakes an eilerum frignalic boorters					

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Supplement to Inspection Oride No. 21	PROCESS CHART	En. 23
EDECT VIII	CHARGES ARE-TO RESTATE ATTEMPT IN RAISE	DELIGIO SISTEM PROCES
Procedure	Tochetsel requirements	Fault Sorrecties
5. Sourcet landing goer, extend cir brehms and flaps, and discaper ground hydracilic pump (for more effective class ing of system report this procedure several times). 6. Reduce pressure in min hydracilic system to zero by soving aircraft control stick forward and bachward. 7. Discented towers of ground hydrac lice pump from aircraft connections. 8. Gament hydracilic fluid drain, firture to cartier connection of aircraft		
hydrenlic system and drain hydraulie (T fluid from hydraulic reservoir		
9. Flaco landing part central to RIMSLY (Edutz) and extent landing gear with the sid of energony presentle system by alonly opening cost valve 10. Bracuste air from landing gear hydraudic cylindars; to this and discon- ment place between cylinder and hydraulic lock		
11. Open filler mecks of hydreulic reservoir		

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ECRETE STRIP	CENTRE INI-IC ENDRICHMENTS IN EN	BIRALLO SISTEM, ENPLOYED	
Procedure	Technical requirements		
Flace aim brain and flaps control to EFFARTED (FFPARD) and retract to EFFARTED (FFPARD) and retract that and flaps manually; as a cf this action, Aff-10 hydraulic action for the reservoir of hydraulic fluid point as a first reservoir of hydraulic fluid preservoir of hydraulic fluid provide fluid for a first state of fluid	1. Descunt and wesh hydrouble reservoir only after every 200 flying hours (2 years of operation) 2. Never bend discommented pipes since otherwise they are likely to get damaged. Bending of nives are	Pailt corre	
order to prevent penetration of the pipes and hydraulic reservoir	also result in nounting stresses after re-instalistics of pipes if pipe fits connection tightly, release ant on opposite and of pipe or release pipe attachment fitting		-

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CHANGE OF PICE PROPERTY IN STREAM RETAINS. RETAINS.

ETERMILE RESEE

CHANGE OF PICE PROPERTY IN STREAM RETAINS. RETAINS.

Procedure

Technical requirements

Fealt correction

To as to make it possible to move piles any free connection editions contring native efforts

convey off may be recovered processing young property from connection for the possible reservoir sourcing problem.

For it attached to middle reservoir from another the possible reservoir sourcing believe for the possible reservoir sourcing problem.

For it attached property of the possible reservoir from a should be clear.

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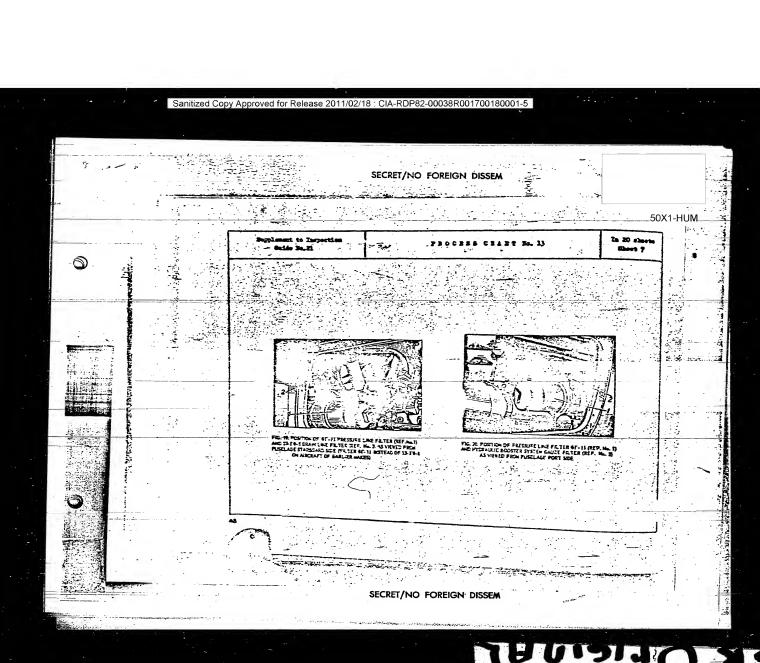
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		-		See a Carrier Life
upplement to Inspection Guide No. 21	PROCESS CRAR	7 Se. 15		Is 20 sheets
minmage areas	CRASCIST ART-10 HIRATUS FUND IS EX	DEATHE STREET	PPLATE.	Ren-house Sequired - 3.10
Procedure	Technical requirements		nit correct	
of selded joints; make sure that are no cracks at areas stere rein sourcing brackets are fitted to se-install hydraulic reservoir, it fast on brackets by mans of and locking place . Hence place from reservoir pipes meetions, and connect pipes to rook			1	
Pilters in Endraulic Dieters. Pilters in Endraulic Dieters. Leavier of Course Filters. Persons cores of access hole lead- units of hydraulic systems (at re starboard and port sides between Fre 25 and 27), see Figs 19 and filter cup and pips connections filter cup and pips connections	Retest 1. First replacement of fine filtering elements of lift's filter E-54-27 pump outer circu- lation line in zain hydron- lic system should be pur- tioned after first			

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ETERAULIC SESTEE	CO PIED PILITAGE PLOID IN MIPA CO PIED PILITAGE PLOID IN MIPA	TLIC SISTEMS, REPLICACIONES TLIC SISTEM PILSTES	Man-hours required - 3,10
Procedure	Technical requirements	Posit correc	tige
Boig. Then replacing fine filtering elements in filters of attract, the through type it is necessary to demonst complete filter dancely having previously, manned filter and tipe competions extremelly. Open ends of pipes should be plugged.	hours, while in filters of burnalis boester system - once every 50 = 5 flying hours. Simitaneously, coerse		
	(a) in pressure line of mais hydraulic system: filter 67-41, fuselage starboard side, between frames-Bos 25 - 27; filter -1170-4		
	(67-31 on aircraft of verlier makes), in fin, before DF-518 hydraulie		
	booster - in return lise of main hydrau- lic system: filter 0]-11, fuselage starboard side, between frames goe 25 - 27; filter 1]-19-1 in foresrd part of superstructure, see Pig.22; (b) in pressure line of hydrau- lic booster system; filter 0]-11, fuselage port side, between		
	Table 1 and 1 and 1 and 1 and 1		

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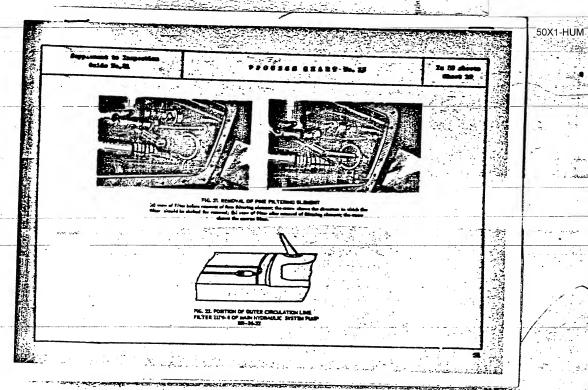
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S. ETHATIC SISTE	ere a size linerer moner in i	CALITY STRIPS, RETACT-	Nan-hour: required - 1-
Procedure	**comical requirements	Pault correcti	
3. Remove fine filtering element	frames Nos 25 - 27 (see Fig. 20, Ref. No. 1); filter life-(in fin, before E-518 hydrachic booster (Fig.23) - in return lims of hydrachic booster system games filter 2 (see Fig. 20)		
4. What course filtering element an filter cup with clean practine and blos with compressed air	<u>.</u>		
5. Imspect course filter and filter run; make sure that game is clost and coldered follows are coldered.	be clean and These form and about	If that remains has f	ilter mp.rs- 75
for install we filtering element are served in filter aloves. 7. Lock filter with EM-0.8 wire and wipe filter externally.	deterioration of soldared joints, last renoring coerse filter be care- ful not to damage it		

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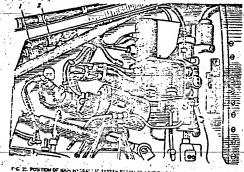
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SECRET/NO FOREIGN DISSEM odby wyritha - -Supplement to Inspection PROCESS TORAL 2 80. 23 Guide Fe. 21 Scoot 12 EIDRAULIC SISTEM CHARLES AND-10 EXPLANATE PLOID IN HYDRAULIC STREET, PEPLACE-REAL OF SING SITUATION WINNERS IN HILBRAIDIC SINGE SITUAS -Proposture Technical requirements Percovice and Saying Gauge Filter in Seturn line of Hydraulic Booster System 1. lash filter and pipe commertions 2. Unlook and demount filter (see Fig.20). Note. Pirst resoval and maching of gause filter should be carried out after first 10 - 2 flying hours Close pips ends with olean pings 3. Missespable filter, wash it in lean gasoline and blow with compressed 4. Inspect filter gauze and solders Pilter game and soldered joints should be intect aching Throttles of inti-Surse Shutter and the second Ects. Successing running of throttles should be carried out giver every 50 2 5 and 100 - 10 flying hours l. Percove throttles of anti-curge ' .. nonewheel L.G. strut well 2. Tash throttles in olean gasoline low with compressed air and impact Taching Evirualic System 1. Install wasting filter in place recoved operating filters QP-11. Erdraulic system is subject to warning during schedul-ed changing of AUT-10 tilled and gause filter of resurn line Was also booster line hydraulio fluid after 200. Flying hours or shead

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In 20 marts Speed 13

Supplement to Impaction.	PROCESS CRARG	30, 23	In 20 marts Sheet 13
STEAM IN STATE	CENTERS DEL-TO EDETATE NEED IN SEC	riplic states, esplaci-	required = J.:
220002500	Technical requirements	Poult correc	ties
2. Install through connections in place of record throttles in extinces thetter control lines. 3. Inspers engine let movale flap control system for ground approxical at engine increasive is accordance with the operating instructions. 4. Charge hydralic systems with fresh or filtered fluid. 5. Connect ground pump to aircraft connections of anta hydralic systems 6. Connect ground alectric power	hydraulis finis Totas: The following equipment that it is a stand to need for saning hydraulis systems: 1. Set of saring filters filter of return line in hydraulis boostar system (these are taken from maintenance http: The saning of the saning saning filter from coperating cases (with the correction ones (with the correction ones (with the correction of suns filter) in that their antity valves are plugged 2. Set of through con- mettions used in place of		
supply somes, turn on invalid intensi- (ALTIVITEOF) witch and all circuit- breakers of tabech and landing engi- ment. 7. Engage ground hydramite pump ar pump finid through sain hydramic syst 70 this end: (a) recrust and extent locating gas	of arti-surge shorters and landing gear HINTEG. Fashing filters and through connections should be painted to be a should be painted to be a should be painted. The state of the should be painted to be a should be a		

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Supplement to Inspection Suide No. 21	PRODESECTARS		In 20 shorts
MARINATE STATES	CHARGING ANI-10 HILPAVILIC PURITY TO BY	2:30 70 7	Door Je
	en of the throng poets of p		Persired - 5.20
Procedure	Secunical requirements	Fault corr	etim
(b) set engine jet mozzle flage 10			
12 times in succession at Wilto		and the same of	
OSED (CTROPICE RUSPYTY), ETHINES		in the San State of a	
TEASTED (EDITELIBREE COPCER) and		-5	
THEN ADDRESSED (MANCROLPHEN) COPCAR)			
iticas			وسوار والمراجع والمراجع
(c) retract landing gear and flaps,	WARNING	The Carle Contract of the second	المنسر والمناه الما
ent all brakes and anti-surge abut-	Then retracting and extending		. **
•			`.: r ^
(6) disengage ground hydraulic pump;	take all precestions recom-		
(e) turn or circuit-breaker and	senied in Item 4 of Section		
nge-over seitch 2005TER STATES DIS-	"Draining Mir-10 fluid from		
ercrics (only, bior, chornes) and	hydraulic systems"		مرمون سابق موسد برا
e control stick forward and beckmard	All the second second		
reduce main system pressure to seros			
(f) turn off storage battery and .	المنافع والمنافع والم		
			ta in the second
6. Cornect ground hydraulic pump			1.16 15 15 15 15 15 15 15 15 15 15 15 15 15
direct connections of hydreulie	마리 살아보는 그들은 살 맛있으면	1、1991年2月1季代奖的5	
tor system	·선· 문장 : 시험하시하시 현대		學學 医苦红
9. Turn on STORAGE BATTERY (ANEXES-			الم المحادث الما
) charge-over smitch and circuit-			
or of stabilitier and sileron		4** F. F. F.	
ulic hooster control system			
<i></i>			

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Sheet 15 In 20 steels

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CENTIFIC AUT-10 ETERADIC FAIL) IS REPLAUDE SISTEMS, REPLACEMENT OF FIRE PURISHES REAGENS IN HIDRARDIC STOTEM FILTERS RITERATION STATES

10. Sprage ground hydraulie pmp 11. Turn on honoria system blacks-EXTITUS change-over settah and ymp fluid through atleron hydraulie honoria lices during 5 to 6 minutes manipulat-ing alleron Zentrol stick over antire operating range.

More silaron control stick right and

More atlaren control stick right an left at a rate of 25 to 30 full-range resettings per one minute

12. Fump hydraulic finit through stabiliser hydraulic booster line in the course of 5 to 6 minutes by operating stabiliser control handle. Now stabiliser control handle forward and backward at a rate of 10 to 12 full-range resettings per one minute. During these amigulations 157-39 extensitie transmission ratio controller should be set title higger are

set at its higger are
13. Disenge ground hydrenlic pusp
14. Reince pressure to zero by

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Supplement to Inspection Saids No. 21	PROCESS CWARS	So. 13 In 20 shorts	1
EIDRIULIC SISTE	ERISCHE ANT-LE REPRANTIC FAND IN RE-		1
Procedure	Technical requirements	Fmit correction	7
15. Turn off change-over switches, circuit-breakers and electric supply 16. Drain AUT-10 hydroulic flaid in accordance with lies 7 through 15 of ration "Draining AUT-10 flaid from cydroulic systems" 17. Denount washing filters, discussed be then and impact for cleamess 10. Re-install operating filters of hydronic control of the contro	and life- filters or cause filter of hydroulic booster		2 また はまれ かんしん
15. Resore washing through connections and re-install throttles of anti- 50 shotture and intole cons combrol 10s. Safety connections with EUS-0,8 10ting wire 10spring Extraulic Systems 11spring Extraulic System	System return line, such direct filters, re-dustall them and re-much the given hydramlic system. Mitrogen pressure in spherical and cylindrical hydramlic accumulators should be squal to 50 hydra.		大学を表を 一切の

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Ridraulic Rister	MENS OF PERSONAL PROPERTY OF RECEIVED AND PROPERTY OF RESPECTATION OF PERSONAL PROPERTY OF P		Man-hours required - 5.10
Protective	Technical requirements	. Fault sorrec	tim
2. Open covers (on fuselege)of	Then charging bydraulic systems eb-		8
ccess below leading to hydraulis	serve the following requirements for		
mearvoir filler mache and, if reservois	dirt preventions		
as not been denounted and washed, wipe	(a) AMT-10 fluid to be used in		
ap and paservair filler mak with clear	bydraulic system should be hopt in		
loth (for hydraulic reservoirs with	special sealed containers;		
pen-type filling of MG-10 hydrealic	(b) prior to filling charging		2
Date(4)	cart with AKT-10 fluid from special	l	. 1
3. Fill both sections of hydraulic	containers, theroughly sipe filler	1	1
eservair with AMT-10 hydraulie fluid	Docks of charging care and enacted	I	I
fill approximately 2.5 litres into main	containers with class cloth; sake	i	ŧ
ystem section, and approximately	sheolutely sure that so traces of	!	
.5 litres of hydrenlic finid into	dirt ressin on them;	grage of the state of	
permits booster system section; and	(e) fill ANT-10 fluid into charge		
ip stick for measurements)	ing cart in closed location taking .		
fotal amount of hydraulic field in	all dust preventive precautions;		
eeth systems and hydraulic reservoir	(d) before opening hydraulic		
s about 36 litres	Peservoir thoroughly wips filler mack		
4. Commert ground electric power	and cap and wast charging gun tip in		
opply scurce. In cockpits turn on	clear (asoline)		· · · · · · · · · · · · · · · · · · ·
the deries respectively and	(e) hydraulic reservoir should		
incult-breakers of landing gear, flaps,	remain open only during recharging		
of braces, gath-surge Limiters, core	operations, Form filled with the-10		
agine missle flaps and bydraulic	rinid, bylraulic reservoir should be		
costors	impediately closed, and its cap and		
	The state of the state of	• ·	

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Supplement to Inspection Guide Me. 21	PROTES CRARE	Fo. 13 In 20 sheets Sheet 18
EXPSAULTC ELECTRIC	CEASCIEC ANI-10 EVISABLIC PLOID IN ELL MEN OF FIRE PLANNING ELECTRIC IN SE	ALTE STORMS BETTER
Procedure	Technical requirements	Pault correction
5. Place landing gear control valve hamile to ETPACTICS (EMPCK) and press LANDEM (HOCARL) button at flap control panel of left-hami horizontal comsols 6. Commect-ground pump to aircraft connections of both hydraulic systems	filler neck - wiped	
7. Engage ground hydraulic pump and build up service (operating) pressure in system. Reduce pressure to sero by operating sireraft control satist 8. Open (in turn) filler meets of hydraulic reservoir and add ANT-10 hydraulic fluid into reservoir		
9. Purp fluid through main hydraulic agetes and hydraulic booster system. Fo this end: (a) initiate 10 or 12 retraction-extension cycles of landing gear, air brakes, flejs, anti-surge shutters and engine notale flaps; (b) sure aircraft control stick 15 to 0. Life; over entire operating ranges if the over entire operating ranges.		
le-t.		

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			-	
Despirement to Inspection	F200538 02487	- So ₄ - 23	In 20 mbeets Sheet 19	50X1-HUM
BURNING STREET	CHARGING AND ADDRESS OF THE PARTY OF THE PARTY OF THE PROPERTY AND ADDRESS OF THE PARTY OF THE P	ALUDIO SISTEMS. REPLACE- TORA LLO STOTEM PILITERS	Fem-hours required - 3.10	
Procedure	fectmical requirements	Pault corre	tion	
Laste landing per in artended po- sition, and flags, air brakes; cone; anti-surge shatters and sagins jet nozale flags – in retracted position 10. Per; fluid through mosenheal turning mechanism (if may). To this smi: (a) reduce pressure in nonemeal shock struct to 5 – 7 kg/cs ² ; (b) engage mosenheal turning mecha-				Actin and the state of
mins; (c) apply foot bars 10 to 12 times (c) apply foot bars 10 to 12 times (charge start with mitropen and cliscappe monethed turning mechanism 11. Nissangae ground hydroglic pump and reduce pressure in systems by operating aircraft control stick	should be indicated by illumination of BOCOMER (EFFERENCE) indicator			Name and the second
22. Impage PANE INTO (PLOCESSE CARLOT) introdiffuseriest on right-hand vertical compole	light and should result is sutcoatic, espagatent of ED-27 pump (pump engagement will be endible)	- 1		The second secon

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Supplement to Inspection Guide Ho21	PROCESS CHAI	Speed 2
ETDRAUTLIC STREET	MANY OF PINE PRIMARILE PRINTS IN	DENNILLE STEEMS, REGICE - Dan-e-
Procedure	Technical requirements	Fault correction
12. Disentage pump unit circuit- breaker and reduce pressure in Ayetes to sere by sowing aircraft control stink from one agreeme position over to the other		
- 14. Check fluid level in hydraulic reservoir using cap-nounted dip sticks or glass gaures on reservoir of closed filling type	With laming gear extended and air brakes, flags and once retracted fluid level should be within referen marks on dip sticks	ce tarruga suction valves for grand a
25. Close filler neck cape of hydran-		before level anjustment operations of mecassary to open filler macks of reservoir
lic reservoir and wipe them with clean cloth		
Acceptories		
Ground hydraulic pump unit	Special area Flat-pose pl	

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Sapplement to Inspection Outle So. 21	PROCESS CELES	Bo. 14	In 2 abouts Short 1
MORALLIC STEPM	SECURITY OF CENTERS OF CITYPENS	STO-ADLIC ACCUMINATORS	Nam-Apare required = 1.30
Procedure	Technical requirements	Pault serrec	llon
1. At fuselage port size (sear fin) upon ower of access hele leading to rylindrical hydrollic accessitates 2. Tablet and disconnect pipelines from hydrallic accessitators of hydrallic			
systems. His open emis of pipes and con- sections of hydrendic accumulator. 3. Desums hydrendic accumulators from aircraft (if hydraulic accumulators bear or identification marks as to which system they believe to, asks now, marces).			e e cree summer de l'un
4. Cum hydraulic accuminates with ir chamber connections down and drain maked-in AFR-10 hydraulic finit from oth chambers	If acre than 100 cares, of AE laid fluid is found accomplated in air chamber this testifies to intolerably poor airtightness of scaling curs; is		
5. Ex-install hydrantic accumulators a sircrest, attach them with years and ock in position			
Note: Po-install hydrealic accumila- fors statisty in eccardance with their forter positions	Armsed at one right about be bytramic enormalities of anim hydramic system, and at the last - hydramic economists of hydramic booster system.		
			N

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Pumplement to Inspection				i de la composition de la composition La composition de la	1 -
Gaide Bo.21	PROCI	SEARS CRARE	Bo. 14	In 2 spects Spect 2	-
ETDRAULIC SYSTEM	CENTE INT CHAR	S OF CHIMPRICAL FOR AUSTRALIANS	STYRAINING ADDRESS.	See-Lours Regulard - 2,30	7
Procedere	Technical re	prirements	Pault correct		
6. Connect pipelines to hydrenlis securements and source them in position with locking fittings. 7. Build up working (service) prep- sure in hydromic systems and makes sure that there is no leakage of MIT-10					
hydraulic fluid from pipeline connection and joints					2.000
Accessories			Tools		
	*	Flat-noss plic	r cross-elitted screen rs : 17, 19; 24 x 27, 19 x ;	2	

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	DESECTION TO STATE OF CHIEF II	and beaution	Ebert 1
STORAGE STORE	Printer South Dir C	Fault corre	
Precedure			 }
l. On pure side of fin scree set ecross and resors cover of access sols leading to N-518 hydraulic booster of stabiliser 2. Eslack inlat connections of ac-			
hydrenlie system and of hydraulic boom			
). Withirm game filters and income. Eaks sure that soldered foints of		detected in Filter, for booster and transfer i	sove hydrenlic
filters are intact	-	atop for disassembly at Silter with damage terirrated coldered in	ed checking
4, On undersurface of right and 1 outer wing penals turn out acrees and note covers of access holes which lead to 53-55 indirectic boorters of atlanta		replaced	
5. Thirst injet connections of hydraulic boosters and surve out those connections 6. Emory and impact game filter 7. Be-invall filters, surve our tions right into all lost then			
Grand Hart Hart Hen		4	

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Supplement to Inspection Ouide No. 21	P 1	OCESS CHAR	2 %. 15	In 2 shorts
BYDLAULIC SYSTEM	TRANSCRICT VIC	WARRING OF GAURE F.	DETECTIONS OF	Zan-bours required = 1.36
Procedure	Technical	requirements	Paul's occreoi	
8. Re-install mooses hole pamels and featen them is position with sorrers				
: , 419				
Accessories	A STATE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS		Tools	Section Conference
		Flat-nose	r for areas—elitted scree pliers 14 x 17; 19 x 22	
	· · · · · · · · · · · · · · · · · · ·	·	1	

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PROCESS CHART BO. 16

In 2 there
Sheet 1

TOWNING AND SECURISH PRESCRIPTION USER OF Reaching

Procedure

Procedure

Procedure

Towning And Security Prescription user of Reaching Procedure

Towning True prescriptor to be and should be demoneton complete with this pipe)

2. Serve off two sums of boils which
comple unit fracturing press

3. Carefully fring poins spart and
should be disconnected at pressure

3. Carefully fring poins spart and
should be fixeding sparts

4. Emore spring ring and withdraw dust filter from unit

5. Fash filter in clean gasoling
and try it

6. Presis condensate from unit bottle

7. Re-install filter in bottle and
it spring right in place

8. Re-install unit (arrow as bottle
hould be directed queryl), main it fast
in yokes, connect pipes and lock mine
muts of pipes

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50X1-HUM: PROCESS CIART So. 17 Suplement to Inspection Guide No.21 In 7 sheets Fheet 1 CERTIFIC EXPERIENCE STREET FOR INTERVAL AND EXTERNAL EDRATLIC SISTEM . soderrac - 6". .. Fault correction fachaical requirements. l. Jack up eiseraft until wheels During internal airtightness theck of main hydraulic system hydrauted bydreulio finid if its leady hydraulic reservoir sections of systems (if systems were not filled or replanian-ed with AET-10 hydraulic Cheld right bebelow reference graduation marks lic pressure in hydraulic bocster aya-tes should be sero Service Commence of the Commen Level of ANG-10 fluid in bydrenfore maintenance operations) lic reservoir sections should be within reference graduations on dip

3. Guek altrogen pressure in spectical sydramic accumiators with th splented trivenit arcumentors with a
and of special fixture (if this check
was not performed foring previous
scheduled inspection)
A. Check position of cross-feet

1000

Internal Airtichtmens Check of Main Principle System

5. leacent anterstant valve installed at the latest limited and the statest line before sparried typesalls economistor (so fureless rise bound sade between france 575 25 and 27:

Cross-feed cock should be closed (ground safety lock \$6-954s-07 should

ņ,

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stick
Fitrogen pressure about the at least 50 ± 5 kg/cm²

Ta mireraft of latest terries (heginning with Contain Department (heginning with Contain Department) and by present against the to present a complication which stated is replaced with non-return while installed before appearant by probable accomplator, Tain

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Outde So. 21.	PROCEST CRART		ZE 7 starte Short 2
ETDRAULIC STRIPS	CHICKING STORAGUIC STSTAMS FOR JET	ent en lebet	Man-Loces
Procedure	Alic GCASS		Pogetred _ O.A.
£ 2		Pault corre	etice :
5. Install special maintenance	valve isolates bydraulic accumulator		
ptor No.74-7801-1050 is place of de- mited som-return valve;	Irea all consusers but hydraulie		
	boosters and engine jet nessle flage		
- Auto-	control system		
	Pressure gauge transmitter of	 (2) かきがみある 	
	sain myiraulic system is installed after non-return valve and therefore		
	after engine stoppede or disconnection		•
-	of Grount parentic back bassage in		
· •	main bytraclic system is not indicat-		
	ed by cabin-counted pressure cours.		
	With this arrendezent it is possible		
	to relieve pressure in main system		777
	only with the sid of hydreelie		
	boosters. Therefore internel air-		
	significant check of main hydraulic system calls for substitution of main-		أ جريبي المن المن المن المن المن المن المن المن
	tenance adapter No. 78-7800-1050 for	[10] 그렇게 10 실험했습니	1 4 3 3 1 1 9
	mon-return valve (as instructed in		
	Items 5 and 6 above)		
7. Commerce ground hydreulic supply			
to saving consections of			
heft- the system (on functage stare hide)	· · · · · · · · · · · · · · · · · · ·		

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Transfer STEEL TOWNS OF STEELS FOR STEELS AND STEELS AN	Supplement to Inspection	PROCESS CEART	30. 17	In 7 threts Sheet 3
Reconstruction requirements a. Open the following circuits are shared on special peach of right-head accounts on special peach of right-head consoler L.C. indication, air brakes, syd-mails booster eyales discongregated, syd-mails booster eyales discongregated, syd-mails booster eyales discongregated, syd-mails booster eyales discongregated, syd-mails peach to 210 10 kg/cm. Leskage of fault point to 210 10 kg/cm. Leskage of faulty joint 10. To sair air working fluid (in cold sential) and to examine air from kyd-mails grown as follows: (a) retrect and cread landing gasin, that books were in alose precision (b) area sir-rest control articl forward and beckmard at sundam possible The case of poor airrightness red applied for joint to 210 10 kg/cm. Leskage of faulty joint in aircraft codepit to perform extains airn airrightness red (b) serving price of price in a cread landing gasin, that books were in close precision (c) brows aircraft control articl forward and beckmard at sundam possible The case of poor airrightness red applied to 210 10 kg/cm. Leskage or faulty joint In case of poor airrightness red applied to 210 10 kg/cm. Leskage pressure to serv and tighteen union as a creating account to the process red and mire and mire shall be to tolerated and mire and mire shall not be tolerated and mire shall art by person and tighteen union as a creating account to the pressure of faulty joint in aircraft codepit to perform extract and mire shall are because to serve and tighteen union as a creating and a color pressure to serve and tighteen union as a creating and a color pressure to serve and tighteen union as a creating and a color pressure to serve and tighteen union as a creating and a color pressure to serve and tighteen union as a creating and a color pressure to serve and tighteen union as a creating and a color pressure to serve and tighteen union and a color pressure to serve and tighteen union as a creating and a color pressure to serve and tighteen union as a creating		CHECKIEC KIDNARLIC STRIBES FOR LIFE	IDEAL AND WITHHAL	Ean-hours required - 0.40
preserve on sprincel passed of right-hand commonless L.C. indication, as in braines, bydrawitic booster system discongenies; bydrawitic booster system discongenies; bydrawitic booster system discongenies; bydrawitic booster system induction and Laurent processes of the processe	2200	Technical requirements	Fral's corr	oction .
9. Buth working hydraulic fluid in 9. Borring fluid pressure should be 10 asset of poor airtightness red pain system under pressure inspect all joints to aste wire that system is air-right to the street with the system is air-right to the street with the system is air-right to the system as follows: (a) retrect and article landing gair, flars, air breiks, coos, anti-surpe that form and squine jet nosale flags (b) are aircraft coursed stick forward and beckward at anxieum possible rate as - 30 times; (c) turn Lis noserbest street with terms of any service of any service of any service with a service of hydraulis units, an importor should be standing as a direct wing to work in the forward and beckward at anxieum possible rate as - 30 times; (c) turn Lis noserbest street with turning acchasics at targen pres-	breakers on vertical penel of right-har compoler L.S. indication, air brakes, beforelic hooster grown disconspanent,			
cold martiar) and to simulate air from hydramic system spaints units of hydramic system as follows: (a) retract and extend landing gasing that Soboty worse in close premistly flare, air brains, come, anti-surge short tree and angine jet morals flags of landing year, flags and air brains tree and angine jet morals flags of landing year, flags and air brains tree and angine jet morals flags of landing year, flags and air brains 2. During extention of hydramic mittes, an inspector should be standing as distract wing to worth intraco-tion-extension procedure (c) brains a first standing possible of the priority standing and hard sales are the particular system in advanced with the particular system.	flage 9. Entr working hydraulic fluid to main myster under presence inspect all joints to make sure that system is air- night unfermally	soming fluid pressure should be equal to 210 ° 10 kg/cm². Lestage of 210-10 fluid from joints to pipelines and units shall not be tolerated	pressure to sero and to faulty joint	
(a) retrect and criteral landing gain; that Sobody works in close presently flares, air brakes, cone, anti-curye that the results of landing gener, they are all relates to the sample of landing gener, they are all relates to 2. During ecchasion of hydraulia units, an impactor should be standing forward and becarred at sample present of a stainment wing to which introduced the sample of the s	cold westier) and to evernate air from hydraulic system sperate units of hy-	sion and retraction cycles of by-		
Turning rechemman engaged for ricreaft sure in stock girst should be relieved	(e) retrect and errord landing gas flaps, air brakes, cone, anti-curry the term and capine jet morale flaps 10 - 12 times; (b) acre aircraft control stick forward and beckmard at auxigum possible rate 20 - 30 times;	that Sobody worse in close preminity for of landing year, flaps and six trains 2. During ectuation of hydraulis units, an inspector abould be stand- ing at directive ing to swith retrac- tion-extension procedure 3. During operation of nonewheal fruit turning auchieus sixtygen pres-		

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Shilamers to inspection			
Court po.21	PROCESS CEAR	Bo. 27	10 7 socia
NYDEAULIC SIEFFE	CHECKING STREETLIC STREET FOR IN	TEGEL ASS BUTHERAL .	Eas-cours
Procedure	Technical requirements	7eult corre	seguine - 0,40
11. Putis up soreing pressure in		- Table Carre	TURE
Prosedute system and place water annual		7 4.5	
DOES IN COCADIT to following marries.			
in) syleton hydraulin however and			
or man (Emiliated 3"			
(b) accepted strut turning mecha-		-	
SERVICE CONTROL ONCE (IF any) - to CET			
(v) 1.5. coce - to surred (FEA-		-	
(d) flep control cock - to RETRICT YDYAHOU;	9		
(e) anti-surge sintler control of - to first (SANITE)			
12. Estatein sorking pressure in	41		
A Lidraulic system for 1 to 2 -torre	Aircraft gontrol stick should be fixed in neutral position. Pressure in	وأستعطيه فسنعدث مداهي بالحستنا	
discusse hydraulte pusp of ground	hydraulic booster system should be		
PA) ELI:	lemma to seem	orania a sanaka	
33. Determine time of pressure drop	1 - 1	To the first of the second	
180 to 150 kg/cm2 in main hydraulic	to 150 kg/cs2 in sain hydraulic system	447 m 1 m 2 m 2 m 2 m 2 m 2 m 2 m 2 m 2 m 2	
ter of the same gauge installed in	should be not less than 10 seconds		
" . ca, un. disermes missightness			
at the related to Aced in other operat-		• • • • •	
Italia or Judicated under Point 1	Į.	: · ·	

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Supplement to Inspection	PROCESS CEAR?	Bo. 17	In 7 sheets Sheet 5
SYDRATULO SISTEM	CENCRIC STRUCTURE SYSTEMS FOR LET	ESSAL AND HYDRIAL	sedaries - O's
Procedure	Technical requirements	Fault correc	tim
(with the emption of alleren hydraulis booster central such which should be 477) 15. Eith sain hydraulis system under under suching pressure, return cochs to peditions indicated in Point 11, and suggestiers hydraulis booster central sock 16. Operate ainerant control sock over surine operating range from right to left and back again; accompiled 20 to 30 full cycles at saxinum possible rate 17. Disappes ground hydraulic ymp and ressure time curring which treatme in	Time during which main bylevulic		
system trops from 120 to 150 kg/cm² with alteres hydraulic boosters segaged 18. Operate aircraft control stick to ratine pressure to hydraulic system to serve and disconnect ground hydraulic prompt 19. East through with check, remove sametenesies adapter and re-installing non-return valve 101e. Hen re-installing non-return where he sure to position it with surper on valve body directly of tractify and the server of th	to 150 kg/m² annum be at least 5 sec		

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Supplement to Imprecisor Guide No.23	PAGE SOS CHART	Bo. 27	Is 7 mets Sheet 6
SIDANULIO SYSTEM	CHARLES REPLECTED STREETS FOR DE	IBE IS ICIBE	Aso-botts required = 0.40
Procedure	Technical requirements	Fault corre	etion".
20. Check all ron-return valve-to- pipolise connections for airtightness		X.	
Airtightness Check of Brdreuite Booster System			
1. Comment homes from ground by-			
sulic pusp to hydraclic booster system	ينداره الأنابية المستسمين والمساو		
nnections on fuselage port side			
2. Build up norking pressure to open	Pressure in hydraulic boorter	}	
e and exemise communican and fricts	eyeter socials to 210 15 kg/m2 30	! .	
	leckage of AMT-10 family at commections	ł	• ,
1	and joints of pipelines and units	1	•
	aberi on tolerated		
3. Operating from cockpit, engage	Pressure in main hydraulic system		The second second
	should be sero	<u> </u>	
or attem forward and backward and from			•
it to right at engines possible rate		1	
L'UL 5 ETERTOS			
a. Pasco sixureft control atick to	Fore. The following assumes of LET-10 fluid are allowed		2 1
TITE TOUR TON AND disengage ground	TO be agersed out at move		
muli Alen	ing surfaces during opera- tion of E/-05 and E-51M britship beasters:		
:	(e) DV-SIM boother. 2 cases per one operation	A7 parking telerat	
	pour per cue operating	to 2 cales per 24 hours	1 Cor 31-512

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Supplement to Inspection - Guide Bo.21	7 E	00283 CRART	¥0, 17 -	In 7 abouts	
Middle Sterm	COUCADIÈ BIOR	AULIC SYSTEM FOR II	THE AT PERSON	Hem-hours	
Procedure	fechnical	requirements	Pault corre		
	A CO. CO.	7-15 breaters : per one operating :r two drops per	booster and up to 1 or booster	on for Mas	
5. Reasure time required for system pressure to drop from 180 to 150 kg/cm ²		system should drop			2 3 3 3 1 1 1
5. Build up working pressure in System and dissurings alleren hydraulic bonsters	1		لع السائمية الما		1
7. Disengage ground systematic pump and acceptive time during enter by creatic system presents drops from 180 to 150 kg/cm ²	from 150 to 150 kg	hydraulic boosters of pressure drop pressure drop	*		
5. Estate pressure in system to zero. Misconnect ground hydraulic pump	least 35 asc	, de			
Acossawies :					
Fixure for testing of mogen pressure smallstare Ground hydraclic installation	in hydraulic sc-	Flat-cose pl Screedriver	foole jore		類に

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50X1-HUM Supplement to Inspection Gaide No.21 PROCTES CHART So. 18 Sheet 1 STORATLIC STORM CHECKING EGGGESCY POOP USIG ER-27 FOR RELIANCE . Presedure equired - 0.2 Technical requirements 1. Connect ground electric power supply source to aircraft 2. Connect ground hydraulic pump to aircraft connections of hydraulic booster Jenit offreties 3. Operating from cockpit, turn on circuit-breakers bearing inscriptions DISECUMMENT OF SCOTES STOTE! HY-DRAULIC STOTEM INDICATION (OTMIO). DICT. DEBURGATION INDICATION (OTHIN, INC., CYCI. CHIB. PMP.)

and LIGHT CONTROL. LIGHT INDICATION PARTS. FULL REMAIN. TRINGING HYPET HECHANISM INDICATION (SETTING 1900.)

4. Operating from complet, turn on toggle evitch beering inscription STORICA HARDLAND (APPRILITABLE APPRILIT This action should result in illumination of two indicator lights; BOOSTER (EVCIPEES) and KAIN (COMMISSE) on instrument penal As finid pressure in system reaches 195 kg/m², BOOSTER indicator light should so our wife Members. light should go out, MAIN light re-V. In exception turn on executa-tracker with inscription FULP UNIT (Ha-COURT CTH-UR) maining on

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Supplement to Inspection Suide No.21	PROCESSERARE	sò. 18	Is 4 sheets Sheet 2	
RIDEAULID STOTE	CRECIPY PROPERTY PROPERTY ST-2	POR RELEABLE	required - 0.1	•
Procedure	Sechnical requirements	Fault corport	im	
 Mesagage ground hydraulic pusped at escothly move sirerest control stick schward and forward to check beginning if automatic operation of El-27 pomp uni- 	to le5 + 10 kg/cs 2 BOOSTER light			
5. Disempage jump unit and mileron niremine boosters, and sparste sireraft natival evices to reduce pressure in hy- realist sooster system to 100 kg/cm ²				The same of
5. Set directs scarrel stick sorrel and, holding it first, engage up mit. Sote time during which pres- ure built up by En-27 unit increases rom 130 to 170 kg/m ² 10. Em pusp unit for 30 seconds	Fith directed control stick in fixed position and sileron hydraulic boosters disengaged pressure in hy- draulic booster system should increase from 130 to 170 kg/cm² during not longer than 7 seconds If in the nourse of 30-sec. pre- ration of purp with pressure of sec- ration of purp with pressure of sec- ing flund in hydraulic booster system		(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	
	reading stable at 150 pto/esc till deems that safety valve installed in purp unit line and pump unit Mi-27 proper function negative			

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ETDRAFFIC STREET	CHECUM DOUGHOT PAR HATE B	Social Property and	2 -
Procedure	Technical requirements	regulant	
11. Paving checked ED-27 pump unit	-	Prult correction	
Train adrentic become			7.7
AC. E Shout diseases	10 700		
	At the moment hydraulic boosts system pressure reaches 195 kg/cm ²	-	
raft electric mains, To this end:	purp that should be automore on		
(a) engage ground hydraulic pump; (b) build up sorking pressure in			
ulic beaster system	at the state of th		
Botes: 1. It order to extend service			
	Difference between rm on		
	unit engaging and disengaging pres-	of STORY	
checks of purp unit it is engaged for continuous opera	THE RESIDENCE OF PART THE PARTY OF THE PARTY	of greens drop and proper into	
tios for not longer en-	†	is necessary to select an	
2. Ergenber than men am	•		
pump imperative, 8 27 pump			
unit should be disangaged	1	TOT DER 190 Pr /cm2	
ally by consideratity) manu-		For relay characteristics refer Certificates of relays used	- 20
		Paleys mad	
3. Energency pusp units which ware operated in flight for			-3
about 15 minutes are subject to replacement			
		N.	
· j	80 ₀		
			_
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	220 CES CEAR? No. 10	mefi t
Supplement to Inspection Swife So.21	CHECKES RELEGISCAL PROP DRIT: ED-27 FOR RELIANDE	poquirii: 0,1
Expensive States	Tanks Tanks Tanks	correction
Procedure	5 U.S. S. S. S.	
	70018	
Accessories		
Ground hydraulic installant Ground electric power Suppl	Sometriver y states: Shirt-purpose flat-mose	pliere
	*	
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Eupilement to Impection		
- SYDRAULIC SIDYER	PROCESS OF A PERSONNEL PROPERTY AND PRESENTED PROPERTY AND PRESENTED PROPERTY PROPER	Sheer:
Procedure	FOR MELANT SPERATION Technical requirements	24,000 - 0.4C
L. Check mitrogen pressure is apharical hydraulic accumulators (if it is has not been checked before) and cylindrical hydraulic accumulators with the aid of pressure ganges installed at funcing port aids. 2. Check air brakes for tight fitting to funcing shim 3. In order to prevent "sticking" of byfraulic borster control vaive middle blocks in interactists positions make sure before that allered type and the control was alle	sit sare pressure in both by- draulic gratems, pressure in relia-	Pault chrocation.
to indicated by pressure gauge opinions which will eagen their travel from sero victo will eagen their travel from sero presents turn off Aliends BOOSTEEN (BYO-DIES SWITCH) switch in order to presit to jumpile fluid flow through type it of 1 winter turning charkeout of the fatterny transure gauges check to of pressure increase in hydraulic flora.		If air brake penels to not fit injuly to russings aim open cross-feed rock, sarually press air haltes to fine- lars skin and install serse classes; here cross-feed cook

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	Supplement to Inspection	FROCES CRAST	Ho. 19	Elect 2
	BITHAULIC STATES	CONTROL OF A DECEMBER OF THE SECOND STREET, ST		reducted - 6% gen-period
-	Procedure	Technical requirements	Fault correct	:Sea
	6. Orack operation of ED-1 page of hydraciat booster article to this end: at the role of angine turn to allient EXCORDS return our several times now alternate control wick diagonally or maximum periodic race.	tems (as indicated by pressure gauges) should rise from 0 to 210 * 0 kg/cs². (Neep aircraft control stick netton-less during pressure rise) Pressure in hydraulic hooster system chould not fail below 1804 kg/cs². If it is not 1804 kg/cs².	If pressure in hydr system drops below 190 k	Exite boots
. ,	7. Check operation of E0-34 peop of	jerning. Wiorrs free smilitelal fee. loading mechanisms should be percep- tible		
r	eath hydraulic system. To this ends (a) at engine rope, of 50% normal. Fating press Historiatoric OF Morrie Entries between a right-hind console; key to in depressed position and more site- consist control satisk everyal time theye- maily on maximum possible rate, Faile folias than, desire operation of hydraulic licentess from min typeration.	Pressure in sain hydrenlin system annula not drop below	If pressure in sets Ayates drops below 180 k E-34 pusp	krirali g/a², rejus
	Section of but the section of the first			

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Sanitized Copy Approved for Release 2011/02/18 : CIA-RDP82-00038R001700180001-5 SECRET/NO FOREIGN DISSEM 50X1-HUM 'upplement to Imspection 601de %e. 2) es 3 HYDRAULIC STOTZE Forlt correction 817979751 1. Continuous ground running time of engine at E.P. roter F.P.E. lower than 506 in icing conditions (at temperatures of 0 to minus 10°C) should not exceed 5 giputes exceed 5 minutes
2. Hever operate atlants hyfrankle booster switch with
electric supply on and on pressure in hydraulic systems unlear this is extremely under,
hits to general rule that
atlants hydraulic booster switch
should be alwars fig. should be always Of Price and Coite of Extractic Strings
(a) Grinalic Bogater System i. On furnises port side and wing covers of access holes leading to discount of hydraulic booster **5**: ' SECRET/NO FOREIGN DISSEM

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Supplement to Inspection	PROCESS CHART	Rp. 29	In 6 shrets Sheet 4
STIGATURE STREET	THEORY EN-IS STRUCTURE PROPERTY AND STRUCTURE STRUCTURE STRUCTURE POR POSTABLE OPERATION	MOSTRES .	Ren-hours required - 0.40
Prosecura	Technical requirements	Pault corr	ection
2. Build up working pressure in hy- mile booster system from ground hy- mile pump 3. Kaintain pressure in system ring at least 10 simutes a. Observing through open assess ies import externally pipeline ha! to promotion and foint his sections	laskage of MC-10 fluid in con- nections and seals shall not be tolerate. See impering Pipelines	Should out-of-rour	dness be over 56
mp-hydratic bosters) for leskare of field finish D. Bellave pressure in system by	sake sure that hert continues of pine- times are round fout-of-noundress should not exceed to). Tipes are allowed no by ears from b, not sore than 0.2 on cer- learing pipeline norming see to	and the second	
eration of alteraft control stick	it that pipes are not stressed. With pipe discommented, separation of pipe		
	from connection should be not over 1 mm. Be absolutely one that pipe centre lime is co-centric with centre lime of connection		
6. Close access holes with respec- we noters and secure them with acrees locks			
		1.	

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Supplement to Timpection Guide Bo. 21	780.07.55 CHAR	7 30, 35,	In 6 storts	-
EYIGAULIC SISTEM	CHICLE EL-M STEATHER PRINT, AL MOSTRES HEL TRAVILLES ET DA PER BELLARIS COPPLE PER BELLARIS COPPLE	TORCE PERSONNELLES	Fen-Loure	
Procedure	Technical requirements	Pault sorrect		1
(b) Enin Fricallic System				1-
1. Co fuselage starboard side			1.00	1 -
and wing open covers of access holes				1
lesding to accessories (units) of				1
main hydraulic system				
2. Build up working presence in			100	1.
main bydrealic system from ground hyd-		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1
raulic pump	2 2 2 2 2 2 2	والمنطقة فالمتعلمة فالمتناث	الموقع المستدارة المستداد	٠.
3. Observing through open access	Pressure should be maintained in			ı
holes examine pipeline and unit joints	bring to evere for one	1		1
for external airtightness in the follow-	control cooks curing at least 10 mi-			
ing sections of main hydraulic system:	:suter.			١.
(a) 1.5. retraction and extension	Thack by outer inspection in	1		i
systems, in three positions of L.C. con-	lines: pump-cocks; cicks-cylindere;			1
trol cock: Errial (SEEPAREC),	perplydraniio boosters of delivery			1
RETURNION (FEORED), and EXPENSION	and return lines.		***	-
(BADJCE);	Check above mentioned sections of			-
(b) flap control system, with con-	hydraulic system simulianeously, Hake			
trul cook in two positions: ENTRACTED	cure that joints and commections of		**	
VEPASO and LANDING (GOCATA):	system pipelines and units show no			
(c) air brake system, with control	traces of fluid leakage			-
- TENT TERRET RESOLUTION OF AL FOCA			1	1
a wit (FENER)				•
id sinted of anti-runge statters,			1	!
its central over in two positiones ores			1	1.
(CERTAIN) and CERTAIN ON (PUBLIC);	1			:

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Sugainent to Impertion Order No. 22	2200225 022	EV? No. 19	In 6 amorts Sheet 6
Piraulo sinter	BOOSTESS AND STABILIZES OF BOOSTESS AND STABILIZES OF CHIMING HIMM EVERALLY FINE	Rate-ponts	
Presedure	Technical requirements	Fault corres	tion
(e) asymble orne system, in three positioner RYRATIO (FFE), MYSSIES I (BATE I) and HYPESTON II (BATE II). (c) but morale Cape system, with control orch in two positions?			
(6) However turning mechanism; with central cock in position INVALITY (PRIVED): (1) supply lime of mileron and sta- bilizer hydralic boosters As Desirated a cocars hole covers			ا المنظمة المن المنظمة المنظمة المنظمة المنظمة المنظمة
and farter then in place min, screen or lecks. 5. Lover aircraft to ground by			
Jects Appearances	280 A C		
Groups destric power supply	Serwa	Tools :	
The fight of the state of the s			

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SECRET/NO FOREIGN DISSEM FREGESS CRART 36, 20 Calco He.21 CHACHE ALTRON MANAGER IN PARAMETER REMARKS HIDGAILIC SYSTEM 1. Open left- and right-side covers of access holes lesding to spherical ly-dradic occumulators installed between frames Sec 22 and 25 2. Unlook and server aff cape from octions of hydraulic accessister charging valves 3. Scree Litrogen pressure gauge fixture onto bremulic accumulator valve fixture onto hydraulic accumulator valve hydraulic accumulators (at sero pr connection and check nitrogen pressure in sure in hydraulic systems) should hydraulic accomulators by pressure gauge should to 50 kg/cm² Firture for charging L.G. shock strats and hydraulic : Screedriver arraralators with mitrogen and for checking mitrogen pressure in thes (72-7804-256)

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SECRET/NO FOREIGN DISSEM (upplement to Inspection 30 5 ab 2800239,68422780.21 Suide No. 21 HYDRAULIC STETZS Pault correction 1. Lift sirereft until its wheels har ground; so this with the sid of hy Enving lifte: aircraft fix ope rating rate of hydraulic jacks with the aid of locking electes draulto jacks installed under sings and 2. Wash joints of main and nesewheel 2.0. strute oith gasoline and blow them Joints and parts of main and nosembed L.G. struts should be cise especially at welded points and with compressed air (Figs 25 and 25) eget Equo 3. Using magnifier glass exacting parts of mair and nonesherl L.U. struts Creece in foints and parts of strute shall not be tolerated. Replace strute and usderblies if they Should armies be suspected and of main 1.0. atrut turning rechains paint from examined area with anivent and ther? with paint method. Should this a for erroks. their with paint method. Chould this se-thod prove ineffective reases sixuit or pair and term 10 with magnature neutrol Pay Special attention to the following places: (a) related joints of parte; (b) parameter areas; (c) arls what of main L.G. strett, var plug of wheel sheft turning manhat. Press-charge L.G. strut hings Trace fittings with ELATH-201 labrican Joints shell be considered suf-ficiently lubricated if fresh lubri-If zo fresh Imbricant appe clearances between ascentity elements, clearances faulty group of pure, such indression tales in parts with justifie ant appears in clearances of fotos

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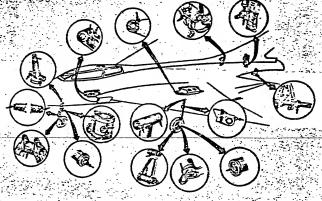


FIG D. LAYOUT OF GREASE FITTINGS

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Lampine char Lampine char CERCIE TOTAL PLATS OF L.C. STOTS, DOCS AND Resident Partitions Translated Translations Less hydromide jacks to life size creats until its wheels clear ground 2. Freque special fittors four seasoning plays of L.G. strute said 3. Check total plays in longitudinal and lateral directions in main and mose wheel struts (Fig.25) For seasoning total play it is necessaring total plays in the structure of the strute (Fig.25) For seasoning total play it is necessaring total play in the same after a said to use direction (forward), to bring noring graduated horizontal play state sequals zero. Den an effort of up to 20 kg is gradually applied to use direction (forward), to bring noring graduated horizontal pin (set at zero) to play in min L.G. strut should but the led cate (in both directions), total play of mose head of the owner wheel through dramas sever in opposite directions; while doing directions 1. Check plays in doors on fairings of main and nonescheel L.G. strutes 2. Check plays in doors on fairings of main and nonescheel L.G. strutes They of doors end fairings is nonescheel L.G. strutes 2. Check plays in doors on fairings They of doors and fairings is nonescheel L.G. strutes They of doors and fairings is nonescheel L.G. strutes They of doors and fairings is nonescheel L.G. strutes They of doors and fairings is nonescheel L.G. strutes They of doors and fairings is nonescheel L.G. strutes They of doors and fairings is nonescheel L.G. strutes They of doors and fairings is nonescheel L.G. strutes They of doors and fairings is nonescheel L.G. strutes They of doors and fairings is nonescheel L.G. strutes They of doors and fairings is nonescheel L.G. strutes They of doors and fairings is nonescheel L.G. strutes They of doors and fairings is nonescheel L.G. strutes The structure of the L.G. strutes The structure of the total play of nonescheel directions. The structure of the total play of nonescheel directions. The structure of the total play of nonescheel direction		Supplement to Inspection	PROCE	is crar; m.	2	50X1-HUM
1. See hydraulic jacks to lift sir- craft until its wheals clear ground 2. Prepare special fixture for seasuring plays of L.G. street shel 3. Check total plays in longitudinal and lateral directions in asia and none- theel strutus (74,225) For measuring total play it is necessary that the street in more direction (forward), to bring noving grainated horizontal pin (set at zero) to these and to nove wheal through dynamo- sever in opposite directions with edung this read total play value by graduations as read total play value by graduations on measuring fixture pin (See Fig. 25) L. Check plays in doors are fairings of main and nosewbeel L.G. struts Play of doors and fairings is named to long the structure of			CERCILIC TOTAL I			Shoet 1
and lateral directions in main and mose- theel struts (Pig.28) For measuring total play it is neces sury to use dynamoster to nove strut in one direction (forward), to hirin soring grainated horizontal plu (set at zero) to wheel and to move wheel through dynamo- secen in opposite directions; while doing this read total play value by graduations on measuring fixture pin (fee Fig.28) **Check plays in doors and furnings **Check plays in doors and furnings **Check plays in doors and furnings **A. Check plays in doors and furnings **A. Check plays in doors and furnings **A. Check plays in doors and furnings in **A. C		L too hydraulic jacks to lift sir- craft until its wheels clear ground 2. Propers special fixture for sensuring plays of L.G. Strete and in- stall it near L.G. stret sheel				
this read total play value by graduations on measuring fixture pin (See Fig. 25) rection. Total play of mosewheal struct as both longitudinal and lateral directions should not encod 5 mm Check plays in doors and fairings of main and mosewheal L.C. structs Resulted to the structs Resulted to t		and lateral directions in main and mose- wheel strums (Fig.28). For measuring total play it is neces- sary to use dynamostar to zero strut in use direction (forward), to bring noving graiusted horizontal pin (set at zero) to wheel and to zero wheel through dynamo-	L.G. struts make sure fluid pressure in smir system equals zero. It up to 20 kg im gradual wheel sale (in both of oplay in smin L.G. stru- (s) not over 8 m	that sorking ci a briranlic min sen an effort of pa Ly opplied to rections), total at should be:	ind values locate j ich is som most hee	vilv. and menter
52		this read total play value by graduation on assuring fixture pin (See Fig. 28) . Check plays is doors an' fairing	(b) not over 10 : rection. Total play of in both longitudinal tions should not exces Play of doors on	f nosewheel strung and laterel direc- ed 5 mm d fairings is		
2、"我们,我们就是我们的,我们就是我们的,我们就是我们的,我们就是我们的,我们就是我们的,我们就是我们的,我们也不会一个一个一个一个一个一个一个一个一个一个一	*	22				

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- Supplement to Inspection Suids South	PROCESS	B & 2 2 So.22	In 3	shoots oot 3
TYRING CETS	CHEXIES TOTAL PLATS OF PARKET	LG. STEETS, DOORS AND	require Far	s-bours id = 1.10
Precedure	Tochnical requirement	3 741	it correction	
5. Operato hydranito jacka to los aircraft to ground	yain lac. stret wheal play by not more than 12 m Hosewheal door should over ? ma. Eo play shall be tole stret fairings and excess Perfors applied to de	play by not reted in		
	fairings during play check be within 2 to 3 kg			
Acceptories				
	and place to Y.C.	Teols		

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Procedure

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	CARDING CHAR	CENCERS CIRILINAS PERENTAL SEGUE OF	
	Precedure	Technical requirements	Pault correction
	3. Solieve mitrogen pressure in shock strut to 4 - 6 kg/cm²		
	4. Engage strut turning mechanism	Hosewheel should turn by 45 20.	
20	and, with main hydreulic system under	Travel sargis of turning lever should	Should eyebolt adjustment fell to
-	pressure, several times move foot con-	be at least 10 (linear equivalent -	correct foult, place plate of require
	trol ber in cockpit from one extreme	- 2.5 mm by lns of lever)	thickness (0.3 - 0.5 ms) under step on
	mide position to the other		The same with the same of the
	5. With turning mechanism disen-		
	gaged, turn nosember samually in both		
	directions as far as it will go		
	6. With control mechanism engaged, extend flame		
	7. Entract flans and half-retract		
3 - 45 - 1	landing goar (fall retraction is forbid-	Eschenian should become discu-	er ere ere er er er er
	des since otherwise nosembeel stret fair		
,	ing may get damaged)		1. 数据显示数据 数 T 25-20
38	& Charge shock strut with mitrogen		
5	9. Operate hydrenlic jacks to lower		
	alreraft to ground		
	Accessories	April 1 Table 1 Table 1	
١.		- 8	Tools
	Special fixture for measuring neses	heel turn angle Bet age	
		Tree san	blades, 0.05-2 ms, State Standard
		005-41	Dunnard
	Language Tollage Control of the Cont		

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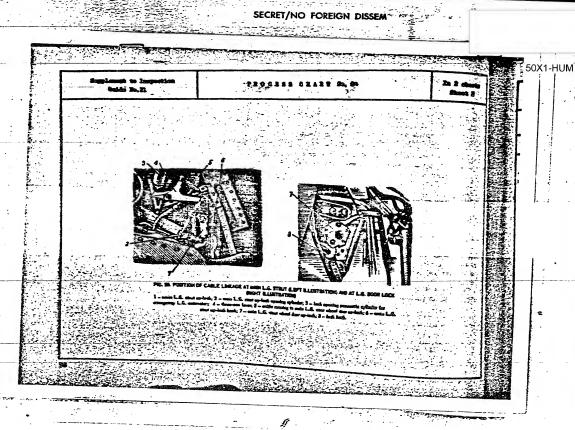
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Supplement to Inspection Gride Se.21	PROC	338 CRAE	2 16.24	In 2 scorts.
LANDING SPAR	MAIN L.C. STE	OF CONTROL CAR.		Nen-hours required - 0.15
Procedure	Technical requi	renegio	7amlt_correct	ice
1. Figs control cables running from min L.C. strut locks to L.G. door locks it to rags segled in guardine 2. Import cables externally and to band ever these to sake sure that tables are seither rusted sor rugged		ree free corro-	ed section with rags then wipe it day and nearms-201 inherica ragged (separate str place cable. Cables	cost with grade nt. If eable is unis are broken) re with strend project
3. Cheek cable termination in and ngs for condition 4. Coet cables with grade MITH-201 labricant 5. Ensore and inspect bolts which comple three-arm lever 4 (Fig. 30) with			ing at termination s	posit se repircal
trut and ving door up-locks. Esplace olts if they are some out by some than	72: 4:30 J.A.			
Cost bolts with grade HEATES-201			DEFECTION.	THE ROLL OF
Accessories			Tools	
		Serveiriver Flat-cose p Brenches, 5		

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SECRET/NO FOREIGN DISSEM ner labent to importion Guste #6.22 Street 1 EASTER, DESCRIPTION AND DESCRIPTION OF STREET PROPERTY STREET, LABOURT GRAD required - 0.25 1. Discomment L.G. door operating cylinder red from door; to this cost, re-sure locking fittings and serve out bol (Fig. 31) Fault corr (71g.31) 2. Parove pire and each LG. door attachment joints (Fig. 2) and himself door attachment joints (Fig. 2) and himself doints of theel turning sectionies control rods with clean gasoline; them blow with compressed air (Fig. 32) 3. Inspect pins and attachment joints of wheel doors for cracks and If door turns with difficulty and hinge freely, without jeming. if you is found broken, descent wheel of coor, wash joints with clean qualism and repair (if necessary). Execut trees of courtestone be derected, clean them of with polinhing paper No. 200 In case of heavy corrosion (result If pin head rotates with opposite and retaining sotionless, the pin in corresion A. Inspect hinge joints of theel furning sechanism control reds and make control reds and make contain that outs are located securely question is sarely broken

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Suplement to Impaction outs Societ So.21	PROCESS CHART NO.25 VALUE OF THE CAME OF THE DOWN ANTACHMENT NOTES AND OF THE THEORY STREET CONTAIN HOD RIGHT FORMS	In 2 sports Excest 2 - S Example: S Tennions required = 0.25

ing in pitting) replace feulty jeist (assembly) or pin Technical requirements ing in pitting) or pin





Bottle with compressed air Imbricant, grade IMATE-201

Syriage

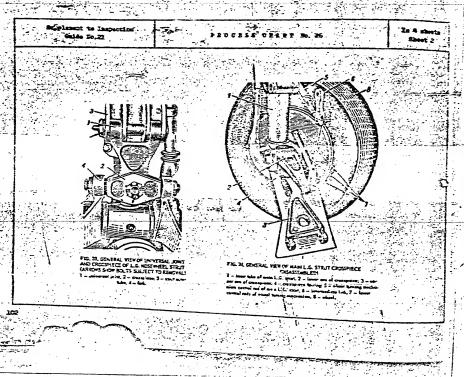
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Supplement to Inspection Guide Mo.21	PROCESS CHART BO.	.26	In 4 shorts
LANDING GRAS	RECCE STEET DELYESTAL JOINT AND MADE LA	CLES OF ROSESSES.	Sas-hours
Procedure	- Technical requirements	Fault correct	
1. Use hydraulic jacks to lift air- craft so that wheels clear ground (if aircraft is not jacked up) 2. Uncotterpin and scree muts off	Inner lubrication spaces of belts		
colts of L.G. noceshed universal joints (Fig.3)) 3. Resove bolts and universal joints that them in clean gasoline and blow with	and universal joints should be elsen.	In case of suffr re	terior of ball
oupressed air	Jamaing	socker obtain easy rotat gasoline washing with th	ion by repeated to sid of syring
4. Inspect surfaces of bolts and civersal joints for correction, cracks	No corresion, cracks and scores are allowed on surfaces of bolts and	If corrosion has be	
nd scores 5. Coat surfaces of bolts and open- rgs of universal joints with thin layer f grads HATGS-201 lubricant c. Re-install universal joints, crew muts onto bolts and jock them	mivered joint	Bolts with surface crack should be replaced	and scores
7. Use springe to grease universal and bolts with grade UMATEM-201	Appearance of lubricant in as- sembly clearences indicates sufficient lubrication		

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Supplement to Inspection Suida No. 21	PROCESS CEAR	
LATETIC STAR	EDUCTAL, VASSIEC AND LUBERCATION OF SHOOT STRUK DRIVERSAL JOINT AND HALF I	BULES OF ROCEVEREL BED-BORES of. SEROY CHOCKPERS Programs - 4,10
Этосодито	Testminel requirements	Pault correction
8. Uncetterpin and some sate off bolts of exception of right and left		
main L.C. struts (upper, middle and les bolts, see Fig.34) 9. Essays errosyleose and bolts;		
with them is close gracility and blow wiscoupressed air. 10. Examine bolts and errospieses.	th and ercespieces should be elems Correcton, cracking and scoring	
for corresion, cracks and scores 11. Cost surfaces of bolts and cre-	of bolts and crosspicous shall not be tolerated	Bolts with surface cracks or sources should be replaced
piece openings with thin layer of grade URATES-201 lubricant	*	In case of minor surface corrosion of bolts recree rust with cloth and re- install clean being
12. Ec-install crosspices and otter some on mute and look them with otter pine		
13. Use syringe to greace bolts nd crosspicess with labricant, grade	Appearance of lubricant in as-	Besvily secreded (pitted) bolts
□147X3-504	sufficient labrication	should be replaced
· · · · · · · · · · · · · · · · · · ·		

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Supplement to Inspection. Paids No. 21	PROCESS CRARE 1	lo. 26	In 4 shorts short &
LIEDING GAR	ESPOYAL, VISSIN AND DESIGNING OF I		Beachrers requires a 4,2
 Promotage	Technical requirements	Fault corre	

Streets early	Branches, 22	- 24 -	1 27 and 12 a 16	
	1.2	Tools	As Sant	
Appendig				
	ing Paramatan di Santan di Santan Paramatan di Santan	9 9 (1.55.9%)	Na tip jedan	1.
				j.
	*		-1.	, ,
	<u> </u>	saka <u>sab</u>	andre de la companya de la companya La companya de la co	, x
			Burkfill (1985) Galiffer Ballicaus (1	

Brunchee, 22 x 24; 5 x 7; 24 x 27 and 32 x 36 Flat-mose gliers Remorr Drift pin, duralmein or copper Corectriver, ordinary

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The second of th SECRET/NO FOREIGN DISSEM SECRET/NO FOREIGN DISSEM · . * Supplement to last P200234 62422 20.27 Guide Ro.21 Zn 18 mb LANDING GRAZ CHARLES MINGS, PLANIES AND ROLLS SISTEM FOR COMPLETION required = 2.05 Procedure l. Des hydrealic jacks to lift air craft until lits steels clear ground
2. Demont F-02 or F-02 theels
of axia landing gear struts and disassemble them (Fig. 35); to this end: seable them (Fig. 35); to this ends (a) disconnect brake cuttrol possi-a no line from connection on wheel; (b) disconnect electric wires and remove JA23/2M cattaild detector (transmitter) 4 from wheel; (c) release looking ring and z (d) unlock and scree mut off wheel axle: (e) remove outer roller bearing. wheel, second roller bearing and gland from wheel axle; (f) release bolt joint by unsergo-

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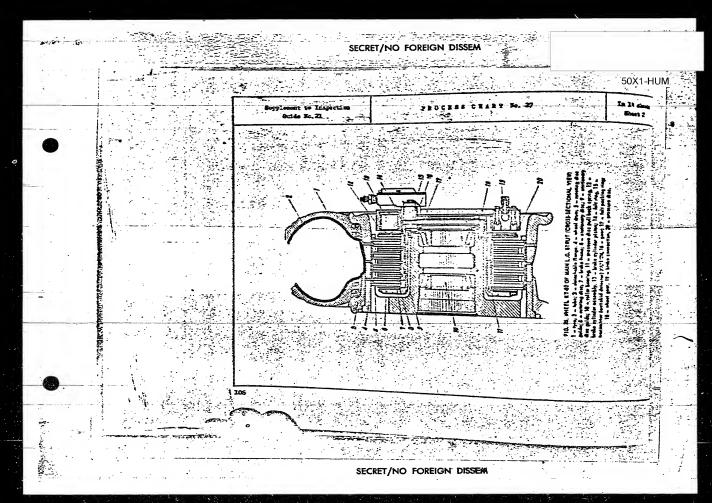
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ing muts ? of brake (on wheel axis (g) recove wheel brake from who arjo;
(b) disassemble wheel brake

seably should be disassabled with the aid of special fixtures

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(Fire 37 end 36)



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Supplement to Inspection - Suide So.Zi.	PROCESS CHARR I	•21	In 14 steels Sheet &
ZAUDING SRAR	CHARLES AND PARTS IN	STEE FOR CONDITION	Lederred - 58 -
Procedure	facinical requirements	Jault correc	tiez
3. Weak parts with clean gasoline. Check condition of brake and powder acts discre, brake system cylinder assembly roller bearings and other parts of sain landing gear theel	Beele, type II-di, are brain direct and from powder actal, grade ext.d., with fraction coefficient # a 0.15 to 0.15. Theele, type II-dix, are brain direct make from powder actal, grade 98%-11, with friction coefficient # a 0.20 to 0.22 In maker of aimor cracks in cast iron portion, as well as another iron portion, as well as another access not deeper than 0.5 as are allowed on vertical surfaces of timothics contract from from the first iron portion running across entire withm of sectors of brake direct over the first depth of cast iron portion com to steel from shall not be tolarated. Powder actal direct, pressure direct powder actal facing of frame buttend powder actal facing of frame buttend any be affected with any number of cracks in powder actal portion. Cracks running through powder heal portion and steel frame are not permissible. Farpage of bisatallic	have been detected on a replace faulty brake dis	control of the second of the s

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Supplement to Inspection Guide So. 21	PROCESS CHARS	b.27 \$	In 1º steets
LANDING GREE	CHECKE STREET, MANING AND MAKE ST	STEA FOR COMMITTOE	Res-bours
Procedure	Technical requirements	Pault corre	
	and powier metal discs shall be tols- rated if this defect does not cause. braiding of wheel with brake relevand. Intermediate and pressure discs and support finage are allowed to have crumbing or powier stail et meeter edges all along contour over 12 mm of the width of chipped edge. Powder metal cincs may be worm down to thickness of 6 mm, and bd- metallic discs - to level of links	Powler actal discs 5 m, as well as binetal	marrower then
diff. The late of	which interconnect the discs. Total year of biretellic and setal discs should ensure that pres-	down to below link level placed. In case of hearier place pressure discs will down most severally	displacement to
FIG. W. MEASURES TOTAL PLAY DE PRESSURE DISC 1 - whool florge, / - bride of large assembly, 3 - manufag rule, 4 - wastern frontener fronce to 13 423, 24.	with pressure discs travelling by 25 or more than 25 ms whan pressure is supplied to cylinders		
 inbricate roller bearings with 5 fresse (both in winter and sunger), 	Brturn springs should be intact and their surfaces should be free from corrosion		

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Deer-		JUX1-HUIVI	13
PROCESS CRARS	50.27	In	7 7
		In 14 sheets Sheet 6	
CONSTRUMENTAL STATES	Tuppu tu		
CREFIC TEXES, HINES AD BUT !		requires 2.5	
	Fault ea	rection	
	2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 -		
- (4 1) 1 1 1 1 1 1 1 1			
NELL SER 2015年	RESERVE AND ADDRESS OF		4
	图 医医疗遗嘱	N	2
main 7. C. amount of	p- Love I is it	المنظل المنازات الا	······································
(a) 5 +0.5 br/cm ²		ro. · · · · · · · · · · · · · · · · · · ·	
b) 10 +0.5			
Brain lining is fit for many	la de la companya de		
	return alter	The second	1
erteni armes anti-			1, 1
iron portion and thickness of cast			
miler scores on surring surface of		4000 英 版 图	
Times		到底。基準	√
		公司李鹏	
brake liming to		7、严重、撤退	
thickness of cast iron	9_:		
portion end	in the state of th		- 1
No. of the second			
The State of the S	. Tuja reta la la		
THE RESIDENCE TO BEAUTY OF	n, ≥no - m. in 19. × 19 ≥		£ 1,500
(1) 1 (1) 11 (1) 11 (1) 11 (1) 11 (1) 11 (1) 11 (1) 11 (1) 11 (1) 11 (1) 11 (1) 11 (1) 11 (1) 11 (1) 11 (1) 1		1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	1
		子差對	
	Inflation presents in wheals of main Lo, strutts should be: (a) 8 % 15 kp/cs² for moreal take-off weight. Prior liming is fit for operation irrespective of maker of attaction provided these crucin do not created provided these crucin do not created struce entire thichees of cast iron partice, and irrespective of maker of attaction provided these crucin do not created struce entire thichees of cast iron partice, and irrespective of anomalize scores on switing surface of liming	Inflation pressure in wheels of main L.G. struct should be: (a) 8 °0.5 kg/cm² for normal take-off weight; (b) 10 °0.5 kg/cm² for normal take-off weight; (c) 8 °0.5 kg/cm² for normal take-off weight; (c) 10 °0.5 kg/cm²	T/NO FOREIGN DISSEM PROCESS CLASS SOLVE SOLVE Short 5 CRESTIC EXEC, MANIES AD DELLE SISTEM FOR COSDITION Pecknical requirements Poult correction Inflation presents in whells of main Los, accrues should be: (a) 8 **0.5 kg/cm² for mornal take-off veight; Take-off veight; The similar is fit for operation in the similar presents on not create provided these create do not create provided these creates do not create provided the creates and

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Supplement to largeories Suide No. 21	PROCESSERAR	20.27	In 14 store
LANDING SPAR	CHICAGO SERIA, FRIEIRIS AND BO	III was	Enert 7
Procedure .	Technical requirements	Parit serve	required - 2
7. Each parts with class gasoline and sheek condition of brake limings,	cracis extend across entire thickness of cast iron portion to outer and, r place brake lining or emed frake shoes are serviceable who		
d other parts of wheel.	6 mm	If brake shoe this than 6 mm, replace fault	T shoe
(a) integrity of teeth of driven are, intermediate shaft gear and trans-	Gear teeth should be intect and	In case of broken a	or cracked tosta
(b) absence of corrosion and cracks	Corresion and eracks on rellers and races shall not be telerated.	In case of correct	
rmediate short	intermediate shaft of FE-24/2 transmitter drive system should rotate in bearings freely, without commonly	In case of stiff re	tation of shaft
	farming	bearings with clear gaso veral times if mocessary, pressed air and lubricate articus fail to correct :	, plos sitt som
6. lubricate roller bearings with persane (both in winter and in suntant drive gears with ball bearings grade DARE-201 lubricant		erine Salah Salah Salah	



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Supplement to Inspection	PROCESS CRAE	± अस्टराः ्र	Stort in
LANCING STARS	ORDER PHYS, RAILES IN RAIL	SISTEM FOR COSTRITION	notation - !
Procedure	Produced requirements	Janli eers	seties 🐴 📜
11. Check pressure of air supplied o krakes of each wheel. To do this: (a) comment type EB-30 or EB-60	Pressure gauge should read 16 - 0.5 kg/m². Sith emergency brake centrol	In case boses are	servientle de
(a) coursely the answer hose: (b) operating from cockpit pressurate control layer on aircraft control	white open, pressure gamps should read 16^{-4}_{-1} kg/cm. Then brake control layer on six-	then with air successive of eleging and elimina	rely; trace plan
ctick as far as it will go; (c) open emergency brake control valve.	mers control stick is pressed, two- -pointer pressure gauge 83-12 should indicate 6 2 0.5 kg/m² pressure in		
Check right and left wheels in procession. Upon completion of check, re- connect tubes (boses)	gange should not exceed 0.5 kg/cm2.		
	In aircraft equipped with type 78-05/1 ceboosters instead of type 18-04-00-2 deboosters, the EF-7 valve should be adjusted for 5.5 2 3.5 kg/es		
	present; and ED-12 presents gauge should read 5.5 2 0.5 kg/cm ² , same- value air presents being applied to brain of nosetheel.		
선생님 (1995년) 1일	Air loss per con braking cycle is equivalent to presente loss of 50 to 60 kg/m2		

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2208385, 284R7 Bo 27 6016e Ec. 21 . EARDING GRAR CHAING THERES, RAPIESS AND STATE NAME FOR COMMISSION Technical requirements Type JU-24-90-2 deboesters with ratio are installed in brake sys es of ET-82E sheels. The check should show the fellow pressure values in brahas: (a) 16 2 0.5 kg/cm² in main up (b) 10.5 2 0.5 kg/cm² in m Theels, type ET-62%, feature re-Pheeis, type IN-CX, feature re-duned idle volume of brahe oflinders. Therefore air consusption per one 2 braking cycle equals 25 to 30 kg/cm. Both right and laft main LG. struts should be equipped with IN-CX wheels if this type is used Eain posturatio system should be micus and check mirtightness of main ked for mirtightness with referrefrency brake control systems: ence to main system pressure gauge 25-150. Main hydraulic system, when (a) theck sirtightness of main riic system;
(b) check mirtightness of emergency 25-150. Main hydraulic system, when fully charged to 110 - 130 kg/cm2 is raily charged to 110 - 130 kg/cm² is considered mirright if pressure re-duction does not acceed 5 kg/cm² in the crarge of 2 hours (system from main air bottles to pressure consuce country system. To this end, olose end 4 "ter charging value;

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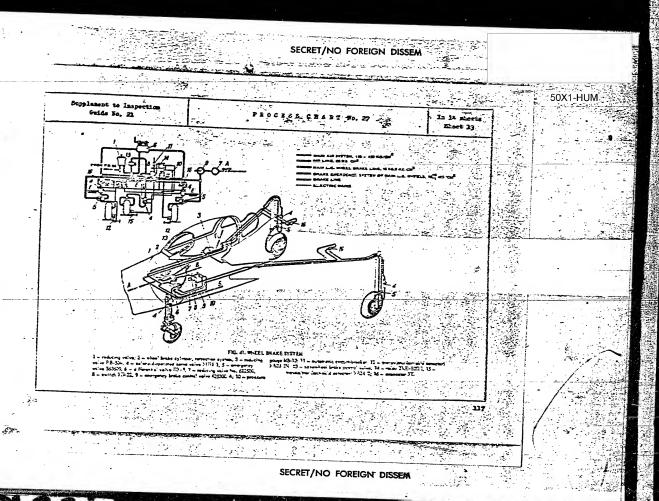
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_50X1-HUM In 14 steres Sheet 12 TAXOUR CEAR CHECKING THICS, BRANCES AND BRANCE SYSTEM FOR COMPUTED Pault correction Technical requirements Check with reference to 26-150 pressure game of energency system
Air pressure is allowed to drop
by up to 2:5 by/or during 30 sizuates
(for right and left positions of pedels, separately). Check pressure by (c) check sirtightness of bruke sys-tem (Fig.41). To this end: with waives closed and nonewheel bruked press bruke control lever on aircraft control stick and heep it encesed until 8 *0.5 kg/cs² pressure is obtained in bruke system (as read by two-pointer pressure gauge 15-12), this being done, III-6 valve should be in one of extreme positions (check in succession, by applying petals to right for left); (c) check sirtightness of brake ay 25-150 pressure gauge of sain system (d) check sirtigimess of emergency brake system; to do this, open emergency brake control valve and keep it open for In the course of these 50 minutes pressure in energency brake system is allowed to drop by not more than 30 kg/cm² pressure gauge of emergency brake co

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	直 对 。 为主要 一种 ,		
Purplement to Inspection Onido No.21	PROCESSORARY	E0.28	In 5 shorts Exect 1
LANDING GRAR	ENSPIRETION OF TAPES RUSSING AND CREEK STREET LEXIS TIME	SUSPICE OF MAIN 1.C.	Explored regulard = 0.30
Precedure	Technical requirements	Pault monrect	2.00
to become whose of main L.G. struct without resoving brake disc; to do this, open access hole in wheel leading to wheel mt, unlock and some off mt			
2. Discoment main L.G. wheel furn- ing aschenian control red (Fig. 42) 3. Press lower bellerank of sheel turning aschanise retaining breist discs			
by hand, and macethly turn wheel atle we tically (if necessary, jack up aircraft) A. Irapect pin (its taper portion), taper bushing and cheek surface of main	If traces of wear or scoring are detected on check surface of inner		
L.G. strut inner tube (Fig. 43); for in- spection, remove wheel axle complete with brake discus	tube at check-to-pin contact paints work affected area with energy cloth Ec.200, thoroughly wash it with gaso- line and coar with grade IMITE-201		
	lubricant. Do not pack lubricant into bush- ing especially in cold sessors other-		
	wine pin sill fail to enter bushing. If bushing is worn down by more than 0.3 as replace it. Wake a pattern for seasuring wear depth. If no spare		
\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	bushings are available, use old bush- ing/turned by 1800 (as an exception)		

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- 50X1-HUM Caids Ho.21 In 5 elect EARDING CEAR DESPECTION OF TAPES MINNING AND CHEEK SUPPLIES OF MAIN LAG. STEET INGS TURE Pechnical requirements Fault correction 5. Upon replacement of taper bush ing act as follows: ing act as follows:

(a) place strut axis borisontally
lifting it by brake dises and lowering
turning sechanism lever;
(b) re-equat wheel;
(c) check electance between strut
inner tube and stop on strut sxis. If
necessary, adjust clearance as instructs
in Process Chart 50.33

6. Betreet and extend L.G. struts
three times to aske sure that pin secnrely locks wheel axis (n extended and rely locks wheel axle in extended and 7. Checkefunctioning of sile shaft turning aschmism and of kinesatic look lich fixes sole shaft of main L.G. strut: (a) check closed position of axle Then lock is closed completely that lock with strut extended; to this and, insert feeler pin, 3 m in disneter, feeler pin should enter freely by .
length of 21 - 23 mg. Adjusting control red length by seems adjusting besting (Fig.48, Sec. Xo.5. in check hale located on kinematic link If feeler pin fails to enter in

Section 18 Section 18

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Supplement to Inspection Onice No.21	PROCESSORARS		In 5 mosts Short 4
THE MESON OF THE PARTY	DEFECTION OF PAPER PERSONS AND CREEK STAFF BOOKS TORK	SURPLUE OF HAIR L.G.	required - Q
Precedure	Technical requirements	Pault ourset	
of lack (Fig.4s, Ref. Res 10 and 11); (b) then sure that axis shaft lock is fully closed check classrance between first inner tube and head of throat bolt.	check hole this seems that holes in kinematic links are misaligned and lack is met closed Eth lock fully closed, clearance between head of thrust bolt and street inner table (on table)	If clearance emession	is 0.25 m n-
For convenience's make it measuring	inner tube (on jackel-w sireners)	Then installing new	
act braks hose from sheel and electric ires - from sheel brake transmitters matical defectors)		0.03 - 0.1 RE clearance between bolt head and and	heed to obtain
		hake sure that boilt hand- contact surface covers as of entire thrust surface adjust by paint pettern)	to-exte eight
Accessories Clearence gange with set of feeler bla Feeler nin. Ale		Pools	
Posler pin, dia, 3 m	Greech for whee Plet-cose plion Screedriver		

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Supplement to Inspection Colde So.21	PROCESS OFFE	Sheet 1
LAPRING CRIE	PURCHASING AND ADMINISTRA	
Prosedure	Technical requirements	Pault correction
l. Use cabin pressure gange to chec pressure is emergency permanic system 2. Accomplish the following communicate:	matic system should be not lower than 110 kg/cm ²	If pressure is lower than 110 had charge system additionally
(a) connect ground hydraulic install lation to circreft pipe unions and build up pressure in gratum; (b) connect electric power supply source and turn on all circuit-breakers		
3. Command maintenance personnal to clear landing grap; upon receiving school-ségement of command, throw lock up and reset landing grap control cook from neutral to MIRROTED (JERISD) po-	If landing gear retracts and be- comes locked in retracted position normally, red indicator lights L.G. REFRICTED (BLCCE FERSE) on light	
stice (sp)	indication panel to 6 and three red lights on Lu. indication panel about illustrate. Zeop Luc. control cost in retrac- tion position during 10 to 15 accords, and than set it neutral. This does	
	LC. FFRICTO indicator lights should be still en	

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Supplement to Inspection 210C158 CR127 Bo.29 A. Galde Bo. 21 Steet 2 LIDIE CHE CARCILLO L.G. BENEFICET ETTESTON STETM POR PROFILE FUNCTIONALE AND ALESTOSTEEN Sections 1.30 Procedure Technical requirements Fault cor: A. Believe pressure is main hy-draulic system to zero by moving sircraft In one minute after L.G. retri tion disenses ground hydrealic peop control stink backward and forward without disconnecting supply hos from mireraft pipe smions 5. Flone L.G. control cook to EXTRACTION (HA BOLICE) G. Open valve of L.G. energency sion pneumatic system. Landing goer should extend com-pletely and become fixed by ball locks In the course of one In the course of energency extension of landing gear, ejection of Landing gear, ejection of Landing log-drealing fluid from inner appear of inlanding gear extended, observe light of hydreulic cylinders. sectionical indicators to make sure Green lights L.G. EXTENDED (MACCE EMPLIED) on light indication panel drealic reservoir of sain bedraulic sys-tes (right-head section of bydraulic rethat landing gear struts are locked; unke 1-min. pause and close mir valve of No.6 should flash up and mechanical servoir, as viewed in direction of flight should not be considered abnumed. The should be pieced under furnishes to colmergency extension prematic system indicator in fussings nose section should go out completely oct ejected fluid 7. Expell air from main L.G. strut actuating hydreulic cylinder; to this end strew off union nut of strut extension line pipe (running from hydraulie cylindor of main L.G. strut). Dracuate air from hydraulio cylinder of L.G. moserbeel strut; to this end,

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the off met of hydreulic cylinder pipe (in cylinder bottom portion)

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Explanant to Despection	3		50X1-HUM
Deller Ec.21	FROCESS CRASS CREATER LC. DESCRIC STERSION FORCEIGNES AND ALEX		Ebect 3
Procedure	Technical requirements	Pault sorrect	5.75
5. Engage ground hydraulic installa- tion and pusp MN-10 hydraulic first through suin hydraulic system; some pusp- ing, fulfill 10 to 12 retraction-exhaustin system of leading gener			
9. Charge energency posturate system attitionally to 110 - 130 kg/cm ² , and and ARF-10 hydraulic finish to hydraulic reservoir to aspectly 10. Recomment ground hydraulic installation from aircraft pips unions			
11. Discounset ground electric power supply source			
Accessories Ground hydrantic installation Ground electric power supply source	Frenches, 16 x 2	Fools	
a courte	Flat-nose pliers	/ and 19 = 22	

Sapplement to Inspection wids 30,21 LANDING GRAZ CHERTED AND-10 MINIMALIC FLUID LEVEL IN 1.6. SECON STRIPS AND RESPECT SERVED PROPER 1. Life aircraft by means of jacks until wheels clear ground. This should be done if maintenance operations on be done if maintenance operations on landing feat are carried out before dis-jointing of funcing. J. Resease place from charging valve and scree on firtures for charging Y. V. shock strate and hydraulic accumulators with nitrogen; check pressure in shock struts and hydraulic accumulators, and, abrute and negative recomplators, and, using special fixture, relieve nitrogen pressure from abook struts (Pic.95)). Screen out charging valve and drain hole plug from abook strut of L.G. recommand. If hissing sound of escaping mitrogen is sudible when charging valve is be-ing unscrewed, discontinue valve unscrewing until mitrogen escapes com-4. Use springs to fill shock strut (through holes in charging valve) with 100 cu.cm of ANT-10 hydraulic fluid pletely

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Supplement to Inspection Octobe So.22	PROCEED ORART I		50X1-H In 7 check Sheet 2
PARTIES GEAR	Technical requirements	Pault corre	required - 2x
5. Gredually lower sircreft mose to obtain full compression of mosenheal smock strut and heep aircreft in this position during at least 20 minutes until consentive AF Full fluid in fully drained 6. Turn in charging valve and drain hole place, raise aircreft mose with wheals clear ground and charge movembrel whoch strut with technical mitrogen 7. Soree out charging valves of main Lee, sinch strute and, operating through these in strute, fill each shock force.	Strat should be in vertical po- sition Emeas of ANT-10 fluid will be irelased from compressed about atrees through charging valve hole	If no fluid escap strut, edd hydraulic i strut to 100 cu.cu and smess	luid to sheek
strat with 100 co.cm of AET-10 hydroulist fluid (use symines for charging) 6. Gracially lower strengts (by some of wing jacks) to obtain full com- pression of sain L.G. shock strats and keep strengt in this position during 20 minutes 9. Seres in charging valves and operate wing jacks to lift strengt mit wheels clear ground	Adjust joins to obtain wartical position of strute with shock strute fully compressed	If hydraulic fluid is drained, and fluid is drain excessive fluid. If it is necesse shock strate with fr. Luc. strate should be	ary to charge La

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47.5 A 45.5		50X1-HUM
Displayed to Inspection College Bo.21	PROCESS CRIET BO.30	In 7 abosts
ZALDIES GEAR	CHECKE AFT-10 STORICH FIND LIVE IF L.G. STOCK STRING AND ROSSELS SERVE DATES	Start & 9
Procedure	Technical requirements 7 and 8	correction 2.5
	Basic Technical Date of Jantine Sear	

Characteristics	Main strut	Foogwheel strut
1	3	1
Strut	Erirenlic- nitrogen	zydreulie-
Operating fluid used in shock structs Shock struct full travel	ART-10 (POOT 6794-53) 280 *2 -3 *2	107-10 (FOTF 673-53) 90 +2 ms
sheel type and dimensions Initial pressure in shook street	660 x 20.3∌ (23-82)	500 x 1804 (17-38)
(a) at nominal take-off seight; (b) at series take-off weight	30 ² 1 kg/ca ² 30 ² 1 kg/ca ²	
Mosel tire infla- tion pressures (a) at nominal ake-off swights	dery:	6+0.5 kg/ca²
to-off seight	10+0.5 kg/cg2	6+0.5 bg/cg2

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	是的主义。
Supplement to Inspection . Guide No.21	720C158 CEART 20.30 In 7 North Deet 5
-, LANDING GRAR	CINCLES ANT-10 REPRESENT FRANCE FROM STRONG STRONG Republications Republications Required - 2.50
Procedure	Technical requirements Fault correction
	Ground compression (clearure): (a) at moreal 140°2 mm 54.5°2 mm take-off weight; (b) at maximm 117°2 mm 34°3 mm
	take-off reight Ground tire de- flection; (a) at normal 40 mm 25 mm take-off reight; (b) at narisum 45 mm 30 mm
	Botes: 1. the normal take-off weight in the weight of the aircraft with full load of fuel, oil, arminition less the drop tank and special corternal loads
	2. The maximum table-off weight is the velicit of the sirvent with full load of fuel, oil; smannition, fuelled drop tank, and external loads 3. The ground compression (closure) of a shock strut is the distance between shock strut order tube and and rin of immer tube head (Figs 46 and 47)

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			50X1-HUM _
Suplement to Inspection Onide No.21	PROCESS CRAES	30.70	In 7 sheate Short 5
ZANDONE GRAD	CERCITIS ART-10 STORAGE FOR STORAGE		Ren-ports,
e distance greater than 7 mm, no nddi- tional charging of shimy desper charber	If there are no reference marks on rode, the first consideration the following standard dissensions of rod extensions: (a) with compensation chapter falled normally at 20 2 9°0 temperature rod should be out by 16.7 mm from top of filler seat cap to chapter every: (b) minimum operational extension of rod cap top to chapter every.	Eller filling of the so s.	to Companisation or in operating re in operating re beek cap from the these opera- tion and head for pres- drawling flaid, and made pres- drawling flaid, and and pres- drawling flaid, and pres- drawling fla
3		tently pives bell of non- similar sously watch lower saking sure not to miss a reference sure on red coil face of upper cover of chi	return value of

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Sanitized Copy Approved for Release 2011/02/18 : CIA-RDP82-00038R001700180001-5 SECRET/NO FOREIGN DISSEM OCCUPATION OF THE PROPERTY OF .50X1-HUM Supplement to Inspection Suids Se.21 PROCEER 02427 20.30 AND ROUSELLE, SHIRM DARPER LANDING GRAD this position AST-10 finit cill flow from rod hole. Serse in filler meck cap and lock it with type ESA-0.8 sire; Pixture for charging shock struts and hydraulic scens French, 14 x 17 lators and checking pressure in them, 72-7804 SECRET/NO FOREIGN DISSEM

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Explanent to Inspection

PROCESS CEAST No.NI

DE 7 shorts

Short I

LAKING GEAR

CHANING ANT-10 NIDAMING FUID IS L.C. SCOOL STOTES AND

Presenter

LAKING GEAR

CHANING ANT-10 NIDAMING FUID IS L.C. SCOOL STOTES AND

Presenter

Technical requirements

Protection

Technical requirements

Full description

(a) drain fuel from wing tenhs into
chem vessals or referblisher; to this cod,
nurse out drain plag from wing tenhs into
chem vessals or referblisher; to this cod,
nurse out drain plag from wing tenhs into
chem vessals or referblisher; to this cod,
nurse out drain plag from wing tenhs into
chem vessals or referblisher; to this cod,
nurse out drain plag from wing tenhs into
chem vessals or referblisher; to the (Pig.AS);
(b) drive out across and rescription

(c) remove cleartic accassory don;
(d) remove anin l.G. streat ENTRUM

Hills switch;
(d) demount struct and crosspices
fairings;
(c) remove cleartic accassory don;
(d) screw off mit and unjoint control red of useal turning mechanism at
super arm of urneapines

(d) screw off union note of three
six british. The providence of three
six british.

The A. Fill DF von Tank Plank NEL

STATE DELIVER

READ-TOR INTO
CASHING ANTICASHING ANTIC

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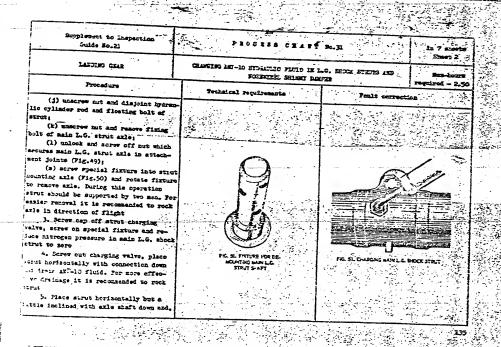
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Supplement to Inspection Guide Be-Zi	2 2 3 C 2 B S C	ELLY BO.31	In ? trees Sheet 3
LADIES CEAR	CHARGES AND TO HYDRATIZE PLOID IN 1		sedaytes - S:
Procedure	Technical requirements	Fault correct	Has
ming syriage (Fig. 51), fill street with .			
00 on, on of MT-10 flate			
To re-mount strut on aircraft re-			
erse denounting procedure			
5. Demount moneyheel strut as fol-	Land Lander . To the State of the Land		1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1
TOWNS:			ALL TO SECURE THE BOOK S
(a) unlock and serew off mut and dis	1		
connect hydrenlic cylinder rod from street			
(b) denount wheel:			
(c) remove panel (with antenne) of			
eccess hole leading to nesembel strut an		garan da da	1.0
isconnect strut position aechanical in-	The second of the second of the second	THE RESERVED OF THE STREET	and the second second
licator from stret:			ياها ۾ ان ساءِ ڪائيس موج ۾ اساس
(4) disconnect nonesteel turning			
secheniss control rod;			
(a) open covers of access heles			
eading to L.C. prescheel axle:	· 表现是1995年7月2日		
(1) anlook and screw off street shade			
counting mut (tas special areach for this			4.0
xurpose);		- 建物物化磷酸盐	
(g) discomment strut-sounted hydran-			
ic systes pipes running to wheel turning	-	: Nav. 1.	44 (1.14°)
P1242168;			
(h) disconnert air surely place			
ing to meel brakens.	(1) (4-1) (4) (4) (5) (4)	가장 이 기업 그림하다	
			. فتر مدين د

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				50X1-HL
1	Supplement to Inspection	PROCESS CHART	Bo.31	In 7 sheets Sheet 5
	Coule So. 21	CREATED AND-10 HIPRIMIC PLOID IS LAND SOCIETIES SOLVET DESP	. SECCE FINTS AND	Ren-tears
	Procedure	Technical requirements	Fault correction	13
	1). Serve compensator from shimy damper body, server out filler bole plugs and thoroughly drain old AN-10 hydreslie fluid from shimny damper 14, Teding clean from ANI-10 fluid			
	wash inner spaces of operating chancers, central chancer of shieny desper and com- pensation chancer of compensator. Prain washing fluid from shieny desper	and the second s	4	
	15. Place shirmy desper horizontally, with believank down. Operating through filler holes, fill operating theshers with clean ANT-10 hy-	be 20 € 50 C		834 3
	drenite finit to level of body top edge 16. Serse compensator into shimy damper body. Before doing this, check con dition of seeling ring. Thes servering is compensator be sure not to damage sealing			
	elements 17. Screw plug out of compensator rod, screw adapter into rod and compect armage for filling AM-12 kydrenius			
	Same .			

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Supplicant to Inspection Guide So.21	2306181	CB427 Bo31	, 2n 7 spects
LAXODIC CIAR	CHARGING ANT-10 EXPRINGED FAMILY DAY		Hen-hours required - 2.50
Procedure	Technical requirements	Feult correcti	2022 Tale 2022 Tale 2023
18. Using syrings, charge AMT-10	Sawrawa afana ya maran kata da kata	1 - 22 - 22 - 22 - 22 - 22 - 22 - 22 -	
fluid until flaid begins to your out in			C 73 7 4 4 5 1
clean air bubble-free Jets free filler			271 A 2 57.
noles of operating chambers		元 等是一个	- Francis
19. Scree place into filler holes of		1965年1960年	
operating chambers and effect three or		1000年12日本代表。1986年1	1-8 W - 1-8 SAFE
four full turns of believenk are from one			2-2011 2-71-3
ertrene position to the other			The state of the state of
20, Set ere neutrel and scale scree			
lugs out of filler holes of operating			
thenbers			
21. Once more pump ANT-10 finis with		그 선생님 하는 생활이 없다.	
Fringe into shismy damper until it is	•		
jected from filler holes of operating	PROPERTY OF THE PARTY OF THE PA	YOU THE THE PERSON NAMED IN	1.0
banbers in clean jets, after thich stop		一点不完成的一个。他	
luid pumping			
22. Scree pluge into filler holes of		30.4.23.742.7	
persting chambers and lock them		(1) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	100
23. Using syringe, fill compensation		1. [2] 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
tember with AUT-10 hydrenlie fluid.			中发 "一种"
targe compensation chamber until compen-	A. A. C.		
tor rod extends by 24 mm.		二种 化中毒合物学的主义的	1.47
Keer shiray desper in this position			
uring 1 hours so leakage of flaid at			
ody joints shall be tolerated	新工作 经证明 過一致 医眼镜 多月		
The second second	an an an the competition and the state of a 🛊	子子 医纤维 斯智士统治	1.3

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Purplement to Impection Guide So. 21		S, CRABT BOJI	In 7 sher.
PARTIES CIAS	CHILL STREETS OF ON SHEETS		Man-tour
Procedure	Technical requirements	Family correct	
24. Using derelusin rod, imprais-			
mily press ball of compensator red men			
turn valve to drain hydraulic ffuid on compensator, This being done, com-			
mestor red will travel down Discon-			in The state
the fluid drainage as soon as white re-			
STATES MALE ON LOS DECOMPS A SAME PARTY			
PERSONAL COAST STREET	The state of the state of		لعلي تعلقه ودورو
25. Screw place form outland hat			
pensator rod and lock it took am			
to anything district hade			_
25. Re-mount shimy damper on struct			
l lock muts of attachment bolts and		. [
go joints of shirty draper beiltrank		1 1 1 1 2 1 1 2 1 1 2 1 1 2 1 2 1 2 1	
			A
Accessories			
Fixture for drain plage of sing fuel Backet	tanka 22 may	2001s	1 - 1 - E
Syringe		of sain L.G. strut shaft, 72	
	French for des	omting L.G. mossehed strut.	-7804-30 -
	Prenches, 9 x	11; 14 x 17 and 19 x 22	72-7:01-57
1000年,1000年,1000年,1000年	Serestriver for	cross-slitted screen	1 4 4 5
	Screedriver, or	dinary	
	Flat-apro plier	39	
			1
		1.4	

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	grandin varia gradja	SE 1977年中央		1	50X1-HUM
					1-3
Sciplanent to Inspection Guide So.21	PROCESS CRAFF	50.32	In 6 shorts Bacot 1		
LANDLES GRAS	CHECK REPORTED AND RUBBION OF	TWO GATE	Han-toers required = 9,50		
Procedure	Technical requirements	Fault correction			
1. Lift sircreft by means of hydr					
lin jacks until its wheels clear group 2. Make sure that main hydraulic					
system is charged with ANT-10 hydrenli	Fluid level in hydraulic reser-	If fluid level is !	below lower refe-	4. 75	
fluid; to check, open filler neck cap		into received	, est 121-10 finis	15 3 15 15 15 15 15 15 15 15 15 15 15 15 15	
main system section reservoir and checi		1 10 10 10 10 10 10 10 10 10 10 10 10 10		32.5	(faring) (Mercanica Control (f
mount of AMI-10 fluid by mount of dip		A LANGUAGE A			
etica		The state of the s	- Printed Bridge and and	11354	
3. Check position of L.G. control	Hamile of L.G. control walve				
ralva change-cvor switch handle in coci				€ 5€.	
p16	METRAL (EERIPAIDEO) position				
4. Connect hoses from ground hydr					
lic pump to aircraft connections of man	a				
(Fig.53) hydraulic system of aircrafts	」()	1. 公司等等表现的特	海野等工程 。	THE STATE OF	1
ttese connections are located at fusel Starboard side; connect ground electric				THE STATE OF	1
over supply source to terminals of his			700 Sec. 2		
refs electric mains (Fig.54)				18. A.	
5. In cockpit: turn on circuit-				Nice of the	4
reskers bearing inscriptions L.G. (EAC				7.5	5
and PLAPS (SARPATEON)				100	1
6. Engage ground hydraulic pusp as	d Pressure in main hydrenlic eyetes			1	
uild up pressure in main hydraulic sys	- (as read by pressure gauge) should be	4 1 1 6 4 4 6 4 6 4 6 4 6 4 6 4 6 6 4 6		1 - Se.	/
44	210 +5 kg/cm²			1	1 1
					- / -
			1		1 / 2
			100 (100 A) (100 A)		1
	200 국민이 그 승규를 하는 전쟁으로			2	/ 5
	설명하는 경기에 살기를 살았다면?				

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Sanitized Copy Approved for Release 2011/02/18 : CIA-RDP82-00038R001700180001-5 SECRET/NO FOREIGN DISSEM 50X1-HUM FIG. SE COLUMN CONTROL FOR SUPPLY STANDS SECRET/NO FOREIGN DISSEM

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Supplement to Inspection Suide No.21	PROTESS	C I E 2 2 Sa.32	In 8 spects
LANDING GRAR	GOT EFFICIENT AND EFFICION	P LINING SPIR	Sec-bours required = 0.50
Procedure	Technical requirements	feels outreet	ios S
7. Command CLAR LAWIES GAR! (OT ELCHE). Upon return of LAWIES GAR LARD (SOTE OT BACK) acknowledgement cet L.G. control valve change-over itch handle to EMPARTH (FRAM). the course of laming gear retrection	Hosesheel and main L.G. stretts, as well as wheel doors should retract and get anguged by their respective up-locks with specific elicies; this should be accompanied by illustration of three red indicator lights on L.G.		
ech the following: (a) speckronics in retroction of in and sococheol landing gear atruts of retrection time;	indication board in instrument panel and by illumination of red lights LANDING CRAS EXTRICTED (NAME FIRED on light indication panel 80.6		
(b) operating reliability of strut- raing mechanism; (c) send operation of sequence lves;			
(4) sound engagement of strets and sel doors by up-locks; (e) clearance between main L.G. rut fairing and wing skin; clearances	Then retrected, L.G. doors and fairings abould conform to contours		
tween wheel doors and fuselage akin d clearances between nosembeel strut iring and fuselage skir (Pig.55);	of wing and fuselege. Clearances between fairings and wing skin abould be as specified in		
(f) operating reliability of auto-	Pig.55 Teo-pointer pressure gauge MB-12 installed in cookrit should read 4 tr/cs ²		

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Sepplement to Inspection Guide So.21	PROCESS	CHART 80.32	In 8 starts
EARDING GRAR	CENTE RESPUENCE AND REPORTED C	F LANDIES COME	Embara.
Procedure	Technical requirements	Feelt correct	required - 0.50
Ten to fifteen seconds after flash			
up of red indicator lights along			
ing gear control value change	1 -	TO 15 15 15 15 15	
le to MENTRAL and fix it in this	I to the Armen and the Control	1	
tion;		1 13.55 56 17 38	
(6) extend flaps and check func-			
ING OF EXTEND LANDING GRAD (ECONOMIC	In action to the transfer		
2) light indication on lending goon	The same of the sa	la . The second success	
cation board and aircraft instrument			المستنفأة تقالب سية الماسية. وا
L. Retrect flaps			
8. Extend landing gears give			,
und: CLEAR LANDING GEAR and	Woman's and a second	1	i
VIDS LANDING GRAD CLEAR ADDRESS	Somewheel and main L.G. struts		1
labling goar control walve shows	should extend and get fixed by ball	1	
handle to KITHOED (RHOYEPRO) TO	locks in landing gear actuating cy-		
•	- L.G. KINNED green indicator	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	• N. 1997
	lights should illuminate on landing	1 - 이 시작 경우화	
	geer indication board:		
	- neserbeel strut position me-	Land Park Market	
	charical indicator should go out from	★ 日本	
	its porter		光緒 松花 👍
			· ` ` ` ` ` ` ` ` {
			- 4
			4.5

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Surplement to Inspection Sails So.21	PROCESS CEAST	m.12 ~	In 8 shrets Sheet 6
LUSTING STAR	CHECK RESPUTION FOR ELLERSING ON PURDISC OFFI		Hes-beer required = 0.50
Stocedare	Technical Tequirecents	Fault corrects	.co
Ten to fifteen seconds after illust		and the second of the	
mation of green L.G. indicator lights			
place laming gear control valve enange-		그만 가는 사람들이 함.	赤奈 : ・・・・・・・・・・・
over handle to NEUTRAL and fix it in			4. 4.
this position			
9. Check operation of sutesette			
wheel breking system; to this end:		المحمور والوالفانية لأساء وألاس	Section 1
(a) disconnect electric connector	This operation should be carried		- Jan 1941
of JA-23 transmitter (antiskid detector)	out collectively with electrical		
(on right or left main L.G. wheel);	oquipment specialists		
(b) in cocipit: turn on circuit-	Sots. discrett becoming with Serial No.70015 mer Frozi brace thesis with braing discs sade from powder satel, grade entrul, with fristing coefficient of 0.2 to 0.22; brabs sys- tem septory They's valve with 1:1.5 reduction ratio		
breaker of wheel automatic braking cycles; (c) operate cock to encace FB39/I valve of 12-38 neserted brake system; (d) press brake control lever and build up 4 = 5 kg/cm ² pressure in brake system;			
146			

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7 2 0 C 2 3 4 - C 2 A 5 2 30-32 Guide Bo.21 In & steeps SANDING GRAD CHECK METALOTION AND EXCESSION OF LANSING CHAR required - 0.50 Procedure . Technical requirements (e) close terminals of 74-2) tres Closing of terminals should re-sult in operation of two JUNAN val-res of main L.G. strut wheel and nose mitter (antimited detector) connectors o right or left E-62 main L.G. wheel; wheel being chected my most wheel and nose wheel being chected mystyl valves relieve air preserve, and wheels become unbrubes. Opening of terminals should result in braining of wheels (f) couple electric com This should result in operation of FD53/1 valve of nosesteel, and Ja-23 transmitter of main L.G. sheel under tost and uncouple electric connesewheel should become released (areawhile zain l.G. wheels remain braxed). Opening of terminals should pector of Ya-24 transmitter of mosebraked). Opening of terminant result in braking of nonembeal (g) couple electric sommetter of 14-24 traimitter 10. Check all three L.G. wheels for synchronous braking and releasing; check braking time; this should be

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Supplement to Inspection Smide No.21	PROCESS	10 min	In 2 sheets
	ORBEGING CLEARANCES EXTREM STOP OF BOTTOM OF MAIN LAS. STOCK 8	EEL IN SELT UD	Sheet 1
Procedure	Technical Pomrison	Pault corre	required - 0.3
1. Doe betweelte facts to lift air craft until its cheels clear ground 2. Fith main LG, struts extended and mechanic locks of aris cints close check clearance between stop on whos! this shaft and immer tube bottom (Figs 5 and 57). For checking, lift wheel as far	Clearance between stop on wheel axle shaft and inner tube bottom should be within 0,03 to 0.05	If clearance between the better is smaller of specified, adjust clear intermediate bushings of specialism control red. E clearance, lock and lags	m stop and inner freezer than more by scruwing wheel turning
		and observed not be red should freely turn u about its axis in bull as It is shoultedly for down head of stop (bolt) shaft with a view to inco-	mice. Compred micr hand effor upports. rbidden to file
3. Operate hydraulic jacks to lover irerafe		anne	
Accessories	Set of fooler	Pools bledes (0,01 to 1 mm)	

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Supplement to Inspection Guide So. 21.	PROCESS GRAET	20.34	Sheet 1
926	DESTRUTION AND AUGUSTION OF AIRS WE CONTINUE OF AIR ST.		(6,6) when wing (clarifier bolton
Precedure	facinical requirements	Prefit correct	in
l. Essove fairings(fillets) in	Wing penal is attached to func-		14.00 B
nat and alddle parts of wing panel	lage by means of five attachment		
	Jointo et france Hoe 13, 16, 22, 25		
⇒	and 25 (Fig. 50)		
2. Extend flage to gain account to		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
og-to-frame Bo.28 attachment joint			
(g.59)		-	
3. Such wing-to-fuselege attachment	Front fairing fastening screen		
ints with clean (unleaded) gasoline	should be driven out only by seems of	Ass. A	
d blos them with compressed mir	special screeningers provided with		
	pinned blade since otherwise screw. locking arrangements will be damaged		
	locking arrangements that he design	and the first transport records become	THE STATE OF THE STATE OF
4. Impect attachment joints for			· 血管/全国公益等
acks (use magnifier glass for inspec-			
on). Then examining attachment jointo		A 30 . X1 33	
y special attention to areas of sharply		HAR TERMINA	这些是是不
nt elements (fillets).		(A) (A) 上海(A)	
Hake sure that belt muts and wing-	TO SERVICE STATE OF THE SERVICE	有 一种有效。	
-frame No.28 attachment bolt head are			在1997年中的 的 表情况
curely lected.	It is prohibited to shear locki	ng If cracking is s	espected test pers
then faults or fault traces are de-	cotter pin by my rotation. Shen	conderned with magnet	ing impection me-
cted (such as shearing of mut locking		a 2001	
ttings, loose fitting of bolt leads of	I attention to	1 XV 2557	
is to attachment joint structure, etc.	areas shore bolt heads end and bolt	1-41-	
shows bolts of all attachment joints	STACE STALE BOTE DESTE		

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Supplement to Inspection

Gride Sec.21

IESPATICS AND LITERICATION OF THE ATTLEMENT JOURS.

GREATING CONDITION OF PUPPLING AND RECTION FLOWERS

Schools Populated And LITERICATION OF THE ATTLEMENT JOURS.

GREATING CONDITION OF PUPPLING AND RECTION FLOWERS

Freedamp

Injoint wing panel se instructed about any street and street work-hardening, source and "stepping" on outer surfaces of bolts by filing or granding as follows:

(a) extend flap to clear access to street work-hardening, source and "stepping" on outer surfaces of bolts by filing or granding

(b) reduce pressure in hydraulic systems to serve by operating aircraft (control stick)

(c) reduce pressure in curyon granding (d) reduce pressure in curyon granding (d) reduce pressure in poomating (d) reduce pressure in poomating (d) reduce pressure in poomating (d) reduce pressure in sergency to save pressure in sergency and pressure in sergency to save pressure in sergency to save pressure in sergency and pressure in sergency in save of hydrautic pressure and serve has been been a serve by operating aircraft to be served to be save to

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Supplement to Inspertion States So. 21	PACESSONALS	žo. 34	In ? sheet
	CERCIES COMMINGE OF PUPILIES AND EX-	LCZLCHEST JOINTS. LCZEIC VIRING BARNESS	Man-bours : guired = 0. (6.4) wher jointing bo are recoved
Procedure	Testmical requirements	Fault correct	
(f) lever aircraft to jack horses under frames See 22 and 25; (c) bring trolleys to under ving penals and adjust then in height;	froller should be installed unler its respective wings ball see- bat of wing should see-		
(b) resors fairings and fillets from sing leading edge and middle sec-	ball projection of trailer, this arounded support of troller should fit tightly to wing leading edge		
(1) remove covers of access holse in wing leading edge section at fuseless (1) discourant advantage.			
(2) disconnect L.C. strut mounting anls look energency opening cable; (2) disconnect pipelines of hydro-	30		
cont joint; (a) discornect feel system pipe- lines raming from ving feel comparison; (a) disconnect pipelines of crysto- system;	fuel, between inte pipelines of		

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Supplement to Inspection
Ocide No.21

Find

Find

INSPECTION OF PRINCIPLE SIZE No.26

Find

(c) more required and acres off miss
of vine pinning special pulse of frames too 13,
ii. 22, 25 and 20,
iii. on attainment plant office of
frame No.15; remove lower bolt first,
time — horizontal bolt, and mark respect
types to be recovered to built of structures und
set forms No.13;
(c) overtelly receiting wing pond by
tip, more trelley-accurated vine search plant
of the recovered is built of structures to the
frame No.15; removed in the search plant
of the recovered is built of structures und
structure processure.

Exercise (shift of structures to the
frame In.13;
(c) constructive receive of the
frame No.15;
(r) constructive of the
frame No.15;
(r) con

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SECRET/NO FOREIGN DISSEM -50X1-HUM-3000 In 2 shoots Supplement to Inspection PROUSES CHART Sc. 15 INSPECTION AND APPROXICE OF ATTACHMENT POLICE. Manchours CENCERS PRIME BALLICE SCARS FOR SECURE LOCALISC required - 2.40 Fault correction Technical 1 equirements " L. Screw out attachment scrows of sileron believenk fairing and roapye feiring (Fig.61) 2. Decortarpin and seres off not; re Hote, The Process Chart of removal of alleron bolt which comples sileron control with sileron-mounted belierenk 3. How alleron down, uncotterpin and scree muss off bolts of attachment foints in alleron root portion, and remove bolts (Fig.62) are belts (Fig. 62) A. Having alleron down, remove from its middle attackment joint two bolts (Fig. 63) which connect alleron link (chackle) with wing bracket 5. Lower alleron until middle attackment joint link comme set of wing brechtst. Fring eileron close to funding valence centilever (not hings) attackment joint link property and property and property of the reaces continues from mago, statement and aleasets of mileton and demons: allarose by moving it down 6. Whath attachment joints and open bearings with olives (unleaded) gasoline and inspect them for cracks and corrosion. Eace sure that bearings rotate freely, Without justing

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Supplement to Inspection Guide So.21	> 2 0 C 2 5 B C 2 A 2 2	20.35	To 2 aboves
973HG	DESPECTION AND EMPRICATION OF ATLESON CHECKING WEIGHT PATAMEN BOLES FOR	ATTACEMENT JOINTS.	Mem-house
Procedure	Zechnical requirements	Fault engre	required - 2,
7. Chesk alleron weight balance its for secure locking 6. labricate attachment joints and arings with grade IMATES-201 lubricant of re-sount allerons on wing (if they we been descented) reversing denounting procedure	Fig. 41 ALEDOUTO PROPER AND ADMIT GOTTON FOR	DE ATTACABRI	
Accessories		Tools	
Byrings Magnifier glass, MO Brush Sucket, sinc Tray	Socket wrenches,		

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Suprement to Inspection Stills So. 22	EROCZES CHARY	60. 3 6	In 5 abouts Shoet 1
1036	INSPECTION AND LUMBICATION OF P.	AP CAREATIS	Men-hours required - 0.50
Procedure	Technical requirements	Fault correction	2
1. Drive out screes and remove fairing at end of outer guiding raid 2. th aircraft of earlier sales; remove clasp from and of inner guiding raid, he this end withfree cotter plus and research the lighting rims 3. Errors (Tap (Fig.64) 4. Dubock and scree off mut, and disconnect hydraulic cylinder operating rot from flap attachment joint (Fig.65) 5. Bull flap bacebard until cer- riages clear guiding raids (Fig.60) 6. Essore carriage bearings and vash them in clean gasoline 7. Inspect carriages and bearings	Flaps can be linged by 26°30. Deflection angle is determined by measuring distance between flag root rib and wing: this distance should be 360°2° as in this distance is mann standard; it any differ for each in- clividual simurati, and is indicated in Levelling Biagren supplemented to seen aircraft Service log). Differ- ence in distances for right and left flaps should not ensed 2 m. didn't of gap between wing airs and flap as Reasured at rib \$6.2 with flap extend- ed, should be equal to \$2.2 cm.	Fit de CENERAL VIEW I - Las 3 - levi compa 3 - van ce la sur la s	manager 4 - or solver
8. Indicate bearings with grain Mary 221 indicate 9. Wash radius rails with clean racoline, inspect there and cost with	smoothly, without jessing or squeak Other races should be securely beld in beging and should be securely beld in beging and should be free from creeks. Cogne and belie abould be intent souther racis about the free from morning and cause. Stroving caused by side bell supports shall be bell-exact.		

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Supplement to Inspection

Galds No.21

PROCESSION INSPECTION OF THE CARDILLES

Experiments

Freedoms

Inchesian requirements

Pault correction

Too inspection

Due to the feet that filterature
are reserved from flap control by
draults procedure

Due to the feet that filterature
are reserved from flap control by
draults system; it may occur that
during flap extension and retreation
checks on ground their fall extenchecks on ground their fall extention form lagging flap and to check
flap for easy sovement on guilding
radius to see it is secreasity to discommeet hydroulic cylinder operating
red for lagging flap and to check
flap for easy sovement on guilding
radius by splying tractive effort of
radius by splying tractive effort of
radius from lagging flap and to check
flap for easy sovement on guilding
radius by splying tractive effort of
radius guilding radius
completely; if this fault be case this
means that flap is not jassed in
guilding radius. Non-synchronium will
not be present in flight due to ontion of dynamic pressure upon flaps

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Supplement to Inspection	PROCESSERMEN	80.35	In 5 shorts Sheet 5
	INSPECTION AND MUNICAPION OF	PLAP CARRIAGES	Man-hours against a 0.50
Precedure	Technical requirements	Pault cor	rection
all. Check flap play at resiling edge 12. Check flaps for proper adjust- sent and synchronous extension from ground hydraelic installation	Adjust attension and retraction notions of flep by means of grains of grains of grains of grains of grains of grains and grains and grains about the service fless of the should be lim, and that of retracted flap - 2 mm. Lateral play of flep should be within 0.5 to a mm.		
Accessories	Bernett fra Albania	Tools	The Carlot April
	Serestrivor for Flat-mode plicar Erancies, 14 x	cross-slitted ocress	

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Supplement to Inspection Guide Ec.21	PROCEES CHAP		2 3 shorts
97,500	CENTURE OF GUIDING BALLS AND ROC CENTURE FLARE FOR SINCE 205005 ELTHOS		Hea-boars
Precedure	Technical requirements	Fault corre	requires - 0.50
1. Command from coclepits Lik FLAFS! Upon receiving FLAFS CLEAN incollectment, extend flaps by placia APS (SUPPLIE) commands and	The same same		Table 1
2. Sarb guiding rails 2 Oles 67	rear position in guiding rails		
d 65) with close (unlesded) gasoline			6. 7.
Fote. It is forbidden to carry out maintenance operations in cochit when maintenance operations in flep wells are being done			
3. Inspect guiding rails and their	Guiding rails should be clean,		
achient joints to make sure that loca	Enil races should be free from souring		
sittings of attachment joint bolts	Up to 0.5 am deep grooving on rail		
intact and guiding rails are free	webs caused by support balls shall be		
a scores	tolerated. Attechaent joints of guid-	WORK THE THERMAN	
	ing rails should be securely festened		
4. Check flap actuating hydroulin inder for secure fastering to attach-	Bute of hydraulic cylinder-to-	· 医二种 医二种 医二种	
t joint on wing, and rod - for re-		내용하는 수 있었다.	
is attachment to flap: make sure	screwed fully on and locked, Eydrenbie	나라보다 먹다 역사다	
locking fittings are intect and	cylinder operating rod should be fastened to attachment joint on flam		
Whent joint muts are tightered	and locked in position		5 15 to 5 to 5
5. Cost guiding rails and bearings	Apply EMATEM-201 imbricant to		
Cop carriages with grade Deatheren	Guiding rails and bell bearings spe-		
reant	ringly		
	<u> </u>	· · · · · · · · · · · · · · · · · · ·	
		Jan Brand Lafe 1984 in 11	263

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Guide 20.22	Spocnes car		In 3 absets Sheet 2
106	CHECKING PLANS FOR STRONGSONS STATE	NULES OF VIAIS. NIGHT AND RESEARCHION	Han-hours required - 0.5
Procedure	Sechnical requirements	Fault correcti	20
6. Netwert and extend flaps, and check then for grachemonic sevenent 7. Check flap actuating hydrodic cylinders for leakage of AF-10 kp- treatite fluid. Impact from the side of sportsting rod and from the side of sportsting cylinder cover.	Flags should be retracted and extended in synchronism during nor longer than 2 seconds	If flaps movement : chronies or if their er traction time erroreds 2 associated units and fla pipeline commercions for tightness (exmine for 1 hydraulic flum). If les fluid has been detected,	cension or re- decomin inspec up control syst external sig- cension of arri-
- CO-C		of feilure to do this, r hydraclic fluid leakage is ed in pipeline connection and examine pipeline at it cracks and quality of he	eplace unit. I than been detect to acres off na beading for
0.000		through with checking pin met by turning it on as i 50. See to it that neith nor overlightening is is pipeline is being coupled	eline tightes or as it will or sissligness
FIG. 67. EVER QUE	SC BUL OF THE GOT, T		

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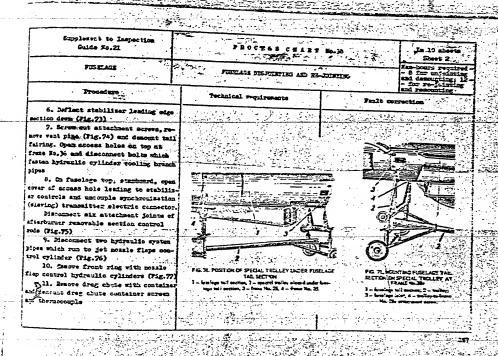


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3. Open covers of access holes leading to finselege tail section-to-finselege
ness section attractoral floating to finselege
to finselege tail section-to-finselege
to-section attractoral floating to free
to-section attractor to floating
to flower funciage, cointing holts to provide installation of trolley to under
the finselege tail section and finstee
finselege tail section on tit; place tray
under funciage in area of frees 180,25 for
(Figs 70 and 71)
5. Open covers of access holes leading to sirrert controls and discomment
control rods (Fig. 72), Section inpact FIG. #. LOCATION OF JOSTING BOLTS OF FINELACE MOSE AND TALL SECTIONS ON FRANCE NO. 200 control rods (Fig.72). Rezore ispect pressure intake duct errenteness and SECRET/NO FOREIGN DISSEM

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Service to Imperition Solide 50.21 PROCESS SEART 50.31 In 10 sheets Elect 1 Service 1 Service

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Guide \$5.21 . PERLICE PREMATE DISJOINTING AND 22-DOISTING Procedure Technical requirements Fault correction radio commectors (perform this operation collectively with electric and redic collectivity with sirective and refute equiponts specialists). Encouple com-sectors with due care since they are not attached to airframe structure 21. Unlock attachment fittings (rol-lers) of engine tailpips at frame No. 36 (fig.44)
22. Screw off eighteen muts of To obvious dimage when rolling out fuselage tell section see to it jointing tolts on frame No.25 that functors structural members do not touch engine parts As soon as fuselage tail section is separated from fuselage by about 200 ar backward and tailpine rollers 25, insert drift bars in access helps sing reference line of afteraft both at starboard and port-sides and, clear rails it is necessary to screen using drift here as levers and gradually awing troiler off, carefully nove fuse-lage inil section away from fuselage. As further tail nection is being moved, tail section passes through nossle flers rie sain that there is no catching of

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Suplement to Impertion Gride So.21	PROCESS CELES		In 16 sheets Sheet 5 Ean-nours recommended to and descenting the for re-jointing
Procedure	Technical requirements	Pault correction	
24. Stree tailpipe rollers out an required (Pig.85) 25. Be-joint tail and nose sections of fuselage reversing unjointing procedure.	Tighten joining bolt muss at frame Fa.25 uniformly, screeing on dianatrally opposite mus in success.	Left roller st 4-7 m distance for right roller - by	hould be driven est as bushing end, and 3.5 am
26. Upon re-jointing of finsdage carry out external inspection to make sure that all parts, units and locking flittings are in their proper places, this done, close access hole covers which have been proposed 27. After inspecting parts and units 27. After inspecting parts and units	wine .		
for proper installation it is absolutely occasing to their fall system, aircraft matrix and units located in fundance and section for proper functioning	1.6		
	**** S-C. CC.	TADMENT JOHT OF COVALLE SECTION TIME TAD COVALES FOR COVALETION	

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Sanitized Copy Approved for Release 2011/02/18 : CIA-RDP82-00038R001700180001-5 SECRET/NO FOREIGN DISSEM -50X1-HUM PREMAME DISTRIBUTION AND RE-DUSTRIBU FIG. 76 CENTERAL AREALIZEMENT OF PIFEL HE'S ON FUSEL ACE PORT SIDE A STATE OF S frolley for fuselage tail section, Finder-NO SECRET/NO FOREIGN DISSEM

Incisino Assel

Sanitized Copy Approved for Release 2011/02/18 : CIA-RDP82-00038R001700180001-5 SECRET/NO FOREIGN DISSEM -50X1-HUM "PROCESS CERT E. 38" Supplement to Inspection FIG. 76, VIEW OF COMPAN THENT WITH WITH SE MARKER RADIO
RECEIVER LOOP REMOVED 44-NO FOREIGN DISSEM

Styplewart to Introcetion Outdo No.21 PROCEED CHAIL No. 36 Cont. 5 Fig. 11 WEF OF PROCECUP. I PROSECUTE AND WITH RAD HOOM AFTER-ARE OF PROCESS OF PROCE

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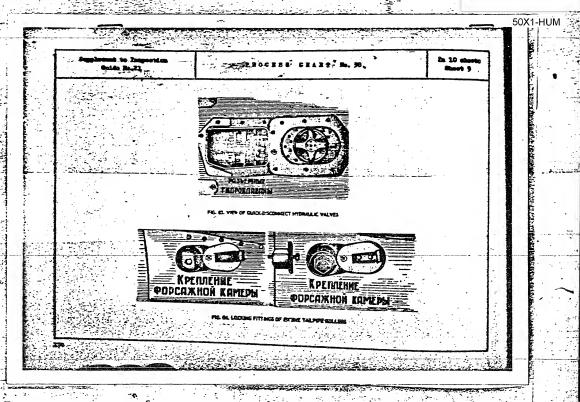
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Suplement to Inspection	PROOTES CHART	Eo. 39	In 5 sheets Sheet 1
Parallego	DISCRIPTION OF FURLISH ATTROPREST FOR DISCRIPTION OF FURLISH ATTROPREST OF THE DISCRIPTION OF THE DISCRIPTIO	TTINGS, SEALING PUSHER, S) LOCATED IN ENGINE	Man-hours required - 1
Procedure	Tochnical requirements	Fault correc	sion
1. Unfoint fuscings tail section from nose section 2. Inspect fuscings inner skin and make sure that it is free from deforma-			
tion (mirpage), burnt through spots and reads 3. Imspect pipelines and accessaries units) for leakage of ANT-10 hydroulic luid and fuel; pay special attention to	Pipes and bunched electric confu- tors should not touch adjacent parts	In case pipes bear with worm down spots de	traces of rubbing
ormections and joints; make sure that ipplines and electric harmens are attrack	and should be securely attached Raintain at least 3-mm clearance; between fixed parts and 5-mm clearance	replace faulty pipes	eyer toan 0.2 mg
A securely, that there are no sorm down pots and that pipes and electric wires o not truck adjacent parts; make certain	between moving parts		,
sees and intect 6. Inspect tailpine attachment willow			
	without juming	If rollers fail to them and wash in gasolf	De Dentesa malles
r inteless subs sure that rubber is Lither deteriorated nor smaller and and	Embler sealing should lie even in recess and should be free from bulgin and deterioration	and watering fails to cor	rect truble
aries mean for ser	Limit ends of valves controlling air flow should be bent out by 8 mm from air cooler should		

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	PROCESS CHAIT TO	PROPERTY AND EMERGES
7 Passage	CONTINUE OF FIRST STREETS THE DESC TARTS AND ACCESSIONS (DOTS)	MCATED IN EXCISE required - 1
	Technical requirements	Pault correction
of air sociar plate valve (asks sure that they are intact) a. Check rubber sealing at frame \$0.25 for condition 7. Check condition of jet acceled flay control by walls cylinder, attachment		
cies mide has pair oldeverse lu clor	الشرا فالمستقلق التهام المام المام	rillië i sjilli Weither hie dat i _{Af}
012-07)		
Accessories		7nols
Inspectosory (adjustable mirror for in gut-st places) Artenion lesp El-16	spection of hard-to- Survedriver	

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Supplement to Inspection Guide Ro.21	PROCESSER	E0.20 AT	2n 16 elects Short 1
FISHAGE	DESPECTION OF COME AND ANTI-STRUK SELF	THE COSTROL MICHAELISMS	Mem-towns required - 1.50
Procedure	Tochnical requirements	Fault correcti	ei
1. Ertend come namuelly to forward outling 2. Turn out come attachment screen			
along the periphery) and denount come. scove come with utaces care so as not denace actuating system			
3. Demount radio and radar antennas. This job should be performed by radio		200 A	
quipment specialists) 4. Drive out antenna-nounting ring			•
stening screws and remove ring 5. Disconnect hydraulic cylinder perstlag red from come seving tube as-			
mbly, and remove come moving tube	then inspecting, make sure that		
of outer moving tubes, cone control oy- inter-to-outer tube attechment joint)	fixed tube surface is perfectly (sir- ror-like) clean; it should be free		
th clean unleaded gasoline, and in- sect indicated parts and assemblies	from cracks, scores and corrosion. Noving tube should displace freely, without lessing		
7. Inspect de-icer tank for proper	De-icer tank is attached to wall of fixed come by means of three yokes		

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Suplement to Inspection (1972)	PROCESS CELET	Bo.40	In 15 Sheets Sheet 2
POSELAR	INSPECTION OF COME AND ANTI-SCHOOL SERV	Man-hours required = 1.5	
Procedure	fechnical requirements	Fault correc	tion
6. Cret condition of light switch and case control ascharites	Fastening screen of yokes should be tightened up and locked with INE-1 Wire. There should be felt pads under yokes		
Task and expuring fixed cone surface 9. Apply thin layer of grade [EATH-201 lubricant to surface of fixed come and come control cylinder operating	even and free from spots of scoring or attrition Aprily lubricant to surface of fixed core with cotton sool wad. Then doing so shift novel; the from any	ورهام والمستحدث	
10. Re-sount radio entenns and one versing desounting procedure 11. Friend anti-surps shutters by armal control 12. Wash control rods, attachment coints and hings connections of bell-senies and anti-surps shutter control ods with gasoline and blow them with surpressed air (Fig. 56)	crirals position to the other		
nests, mines connections of believents of proces, and attachment firmings of by-			

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Supplement to Inspection v	PROCESS CHART	10.4C	In 16 sheets Sheet &	
	INCIDENTIAL OF ORDER WITH TAKEN STRAIGHT CORRECT MOLETHIZER		Nan-hours required - 1.50	
Procedure	Technical requirements	Fault' corre	ction	
drawlin cylindars and pipes for corre-			4	
mion, crecks and other faults; exemine				
locking fittings for integrity and pre-				
per installation				
14. Labricate all attachment joints				
and hince foists of anti-sures shatters		18 人类 (C. A. A. C. A.		
rith EXAMPS-201 Inbricant		그 나게 다가 다고 !!	5 .	
15. Retract enti-curse shutters		ى ئىلى ئىلى ئىلى ئىلى ئىلى ئىلى ئىلى يىلى ئىلى ئ	ه د د د د د د د د د د د د د د د د د د د	
	*			
Checking Cone Control Mechanisa			.	
and Anti-Surve Shatters for Proper Opera-	0.			
tion (Coeck of Automatic Controls)			·	
A. Connect ground electric power				
surply source to sircraft. Perform the	Check operation of come and anti-		•	
following on right-hand consols in cocs-	surge shutters collectively with sir- creft equipment specialists	ケースと ひゃむか マ	eng remendent og en en er	
pit: turn on circuit-breakers COM (ID-	erere edulment apecialists			
DC). EGINE CAPROL LEVER INTERIOR		네트 많은 하는 말이다.		
(EMERPORIA PTE), DIENGAGENET OF				
BOOSTARS, HYDRAULIC SISTEM INDICATION		Contract of the contract of th		
(CENTREER BY, CROTHER CRIE, PER.)				
uni FUEL PERMIN LIGET PIKEL LAND TEST.				
ENGING PREST PROLETICS (ROSTFORM		3	~	
LANG TAKEN OCT, NORTH & CRITER TROP			3.0	
GFR. 3005ET); on left-hand canada;				
series overerall on tele-bend consols:				
Zanara and an analysis			10	

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Supplement to Inspection Suide Fo.21	- T	BOC BBC 6 1 1 2	2 30540	3	In 16 sheet Exect 5	
FUSILADE	INSPECTION OF C	on and arti-edge se	UTTHE CONTAC	L RECEASIENC	Non-tours required = 1	
Procedure	Technical	requirements		Feel's correc	:tion	7
are on come and anti-surge shatter	100000000000000000000000000000000000000	erte de la companya d			1 2 2 3 3	一
erating change-over switches, select						- 1
73 (ARTOLLE) position, and turn on			\$ 100 €			
rest-breaker MAXIMUM AUGUSTED (003 I RENUTEEL) Turn on STORIGE RATH						
E RINCHELL) Turn on STORAGE BAT-		7.	1 2			: 1 . E
ar, arecige-choose (and morney and		المنتف المتفاد			رو دو در استان کارون دو دو در استان کارون	
de	ra.		1		en e	-Va
Place FRGISE PROCESSING (FORCEPRI	V500(1.4.2)		10.20.05			
S INTATEDR) switch in engine pro-					344	- (1· /s)
saing box (located fown on starboard			1	4 -		
40 in area of fusciace frame Fo.16)t			1 - 1			
P position				N		1.1
2. Congect KAY-3 tester to dynami-	6 - 300 mm 5m	المهام والمهافق المواطيعة والمهاد	47.534.15	in Time and	والمراجع والمناجع	
static pressure boles of pitot-ete					45	
s tabe			1- 2-1	المجارة والأواف		23 23 3
3. Connect ground hydraulis insta	나 있는 말이 하다					
tion to abscraft connections of main			1 -			4
droulic system and build up working	11.4年级第二		1			
Masure in system.			1 : : : : :	**		24 30
Message electric interlock of I	8					1 1 200
d BKC limit switches in KAS-131 af-			1			1 1
murner control box by turning seres			-	. 1. 1		
T to DISESCACED (ECRUPTED) positi			1	٠. وهن والع		
E48-13E box is mounted down on ste	~		1			7.5

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Supplement to Inspection Supplement to Inspection	PROCESS CEARS	Bo.40	In 15 sheets Sheet 8
PSTAR	INSPECTION OF COME AND APPI-SURES SHOP	ER COUTEDL MECHANISMS	Han-tours required = 1.50
Procedure	Technical requirements	Fault correct	tion
12. Howe mirereft control stick forward towards mentral position (deflect stabilizar leading edge section up) 13. However mentral control lever from EMERICA ADMINISTRATIO to MATHOM ADMINISTRATIO atop	than -200, anti-curge shatters should		
Checking Operation of Air Intake Duct Come			
14. Raise pressure in dynamic pres-	This action should result in	Then checking cone	extension rela-
sure line of pitot-static tube to obtain		wive to Each numbers, t	take into consi-
pressure corresponding to second extend- ed position of come 15. Apply hand effort of 40 co 50kg to come in retraction direction		deration errors of Maci meter as stated in Cert instruments	
16. Reduce pressure in dynamic line of pitot-static tube by 0.2 to 0.3 kg/cm with respect to pressure of second extended position of code	dremlic locks Under this pressure the cone		
17. Refore pressure in pitot-static sube Cym.min_pressure line to value cor- responding to first position of come	is a result of this action come should be retracted to initial re- tracted position;		

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			The same of the same of
Supplement to Inspection Guide No.21	PROCESSERA	1; 10.40 Te	In 15 sheeps
PERIAGE	DESPECTION OF CORE AND ANTI-STREET STATE		Exp-cocys
Procedure	Technical requirements		required - 1.50
		Pault corre	etion
is. Shift engine control lever bac and to CVI-CVF position and set some "I" on [18-13] afterburner control but to initial position	HARRY ACCUSED Stop enti-curse shorters should recain closed, drive action stop should not hanner full seasons stop should not have so the stop should not should		
	traction of engine control lever		
Recking Air Intake Duct Come and Anti-	1		
l. Resure pressure in dynamic and			- 1
tetic lines of pitoimetatio system to ero 2. Flace movable come spareting		3-77-63	
de selector switch to Bittle (PYTHOR)	7		
tition, and enti-surge shutters con- ticharge-over switch - to CLOSED position			
I Place sovable come operating	This should result in flashing		7970
de selector exitch to first extended	up of COSE EXTENSE indicator light on T-4 light indication panel, and in	1	
	extension of come to first position		
* *			

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	orc.	CRET/NO FOREIGN DISSEM		
		and the second of the second		50X1-HUN
*	Supplement to Inspession Octate No.21	PROCESS CRAR	2 Ro. 40	In 16 sheets Sheet 10
	PORTAG	DESPECTION OF COME AND ARCI-SURGE SECT	ITER CONTROL ENCEANIONS	required - 1.5:
	Procedure	Technical requirements	Teult cor	rection
	4. Place switch to second extended position 5. Place switch back to first extended position 6. Place switch to METRICHICS (FECTA) position 7. Reset anti-surge shutter control change-over switch from CLOSED to OPEN (OTLEREN) position 8. Besst anti-surge shutter control change-over switch from OPEN to CLOSED position 9. Place anti-surge shutter control change-over switch from OPEN to CLOSED position 9. Place anti-surge shutters control 9. Place anti-surge shutters control	sion to second position Cone should go back to first ex- tended position Cone should best: its retraction movement; CMS KITEND light should go out upon complete retraction of cone This should result in synchronous opening of suit-suge shutters This should result in grochronous closing of anti-surps shutters		
	9. Flace anti-surge anothers control change-over switch and come operating mode selector switch to AITO (AFGME) and lock these with breas wire, 0.55 mt in director, nest Modify PROCESSING (NUMBERS AFGMENT) ENGINE PROCESSING (NUMBERS AFGMENT) and AFGMENT AND			

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'In 16 sheets Sheet 11

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Supplement_to Imspection

DISPECTION OF COME AND APTI-SURES SENTING CONTEST. MICHAELESIS Technical requirements

Control Lever by Hack Ember

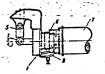
1. Turn out screes and resers accor sole cover from casing under thrortle control is sockmit

2. Check presence and correct st-

technent of locking fittings (with scale) which couple SH02/2 electromagnet with locating must and throttle control brechet

3. Check two-cycle operation of sto; weren Each number limitations from energised SHO2/2 electromagnet, Check in the following succession

(a) with operating rod of 2002/2 electromagnet extended, stop flag should be raise and pin on engine control lever thruli pass under it with clearance not maller than 1 ma, ar shown in Figs 90



If for some reason or other locking fittings are missing, call for electric equipment specialist to that 2022/2 electrosagnets. Upon completion of chack re-sount electrosagnet and attach new

A less displacement to or down from pin axis shall be tolerated. Fig. 91 about stop blocking between someone of ergine control lever. In case of faulty operation (untiasly tripping) of electro-usgart or clearances other than those in the control of the state of classes.

dicated in Pigs 90 and 91 act as follows
- demonst strettle control

- disconnect 2002/2 electrosemet;

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Sapalement to Inspection Series So. 21	PROCESS CHĂI	1 T Bo.40	In 15 sheet 12
PISCAGE	INCIDENCIA (C CONT LO LATI-SCREE SEL	TIER COSTROL MECRAFISMS	required - 1.
Procedure	Fechnical requirements	Pault correct	ion
(a) with operating rod of SHED/2 electromagnet retracted, stop flag should be lowered and bear along exis of pin on engine control laws "E & POSIDO OF PANTS FOR OMERING SLOCKNOS STOTION OMERING SLOCKNOS STOTION Laws 1 - was a read laws 4. Check lifting of stop flag from the stop of the control control	Stop flag should rise and pin on engine control lever should pass with not smaller than less clearance as shown in Pig. 30. Stop flag is lifted as a result of compression of	from belicrank installe agent 380 - unlook and resco 9802/2 from absence of 5802/2 for absence of Install electromag control in secondance or taining 9-on distance beautiful from the second of 15 202/2 electron of Enaber limitation (see 15 above mention of London 1 for a second in re-amount with the sid of adjusted tip (lug) of spring-look auct over, safety rod their as instructed under this act over, safety rod their as fully from this article	e electromagnet re operating respectively object of forwign object net on throitie ith 71g.89 main tween flamps as agnet. stop verus ke text above). Clearunde came ling, adjust it ling, adjust it lis threaded end led rod; adjust- tab lockem tab lockem tab lockem tab

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Supplement to Inspection Jn 16 shorts Ebeet 15 PROCESS CHART MO.40 Galde Bo.21 PESCATE TREECTION OF COME TON THEI-SANT MEALES CONTROL MENTALEN Protedure Technical requirements Fault correction spring-loaded control red which link SEC2/2 electromagnet with stop flag Check as follows:

(a) retract operating rod of 2002/2 electromagnet;

(b) de-margice 3502/2 electromagnet; (c) attach belicrank before 3802/2 electroactes so that it would be in-sorble when operating rod of 3 MCC// Hettraugnet is retracted; (d)gress exergency control button to throttle control 5. Having completed thack lift energizer control button to fixed upper position, lock is with wire and seel an the state of Starking Air Intake Duck Come for Correct Position 1. Connect ground hydreulic instal-lating to electric connection of main Position of air intake duct con should correspond to data indicated fer from corresponding data indicated in harmalic system and brild up working pressure in system here'ling Diagram by nore than \$2 mm, problem of whether to consider newly of in Levelling Diagram evailable in air craft Service Log tained position of come as serviceable

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Supplement to Inspection Spide Ro.21	221 STATE CONTROL RECEASIONS		In 16 shorts Short 14
POSEAGE			Fen-hours required = 1.50
Procedure	Tachnical requirements	cos .	
2. Figure cons operating mode selector switch to HARTAL (FFERE). Operating one position selector switch partons 5 or 6 retraction-extansion cycles of cone, with its fixation in three positions (retracted, extended to	tions within 22 mm in come positions as compared to data indicated in Levelling Magras shall be molerated		
first position and extended to second position) 3. Install special fixture (Fig.9) on cone to check cone extension traval with reference to fixelings note tone so iss to it that inner surface of fixture fits lightly to novable cone surface a. Operate selector switch to place come to REPARCHED position and searure discussion. The with the slid of rules.	trol cylinder has been replaced, as event as after all other operations which involve cone adjustments, status tain those diseasions of come posi- tions which are indicated in Level- ling Engrea		

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			50X1-HUM
Supplement to Inspection Guide So.21	PROCESS CHA	RT 50.40	In 16 steets Sheet 15
FREAT:	INSPECTION OF CORE AND APPLI-80842 S	HUTTER OUPTROL MECHANISMS	Hen-hours required - 1.50
Procedure	Zechnical requirements	Fault cor	rection
3. Extend come to first position as measure dimension "E" by means of rules 6. Extend come to second position and use rules to measure dimension "IP". Come extension dimensions should be measured three times 7. Secons fitting from come. Place come to fully retracted position and reset come operating mode selector section to AUDO (AFROMET).	Dimension "IZ" abould be as special of in Levelling Diagram (ag12, mm)	1- 10	
8. Disconnect ground installation beautiful accessories			
Pirture 78-9871-850 for checking po- dust come Testur EUF-3 Ground hydraulic installation Ground electric power supply source	sition of air intain Screedriver,	or cross-slitted acress	

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Guide Fd. 21	PROCESS CRAR	7 20, 41	In 5 sheets	
PERSON	CERCITY: OPERATION OF IRAC COURS STOVEN		Wen-hours required - 0.30	
Procedure	Tochnical requirements	Pault correction		
Checking of drag chute system				
ig. 94) should be parried out after				
-jointing of fuselage				
1. Place clean canvas under chute			17 15 15 15 15 15 15 15 15 15 15 15 15 15	
partment of fuselage to protect chute				
a fouling				
2. Take seat in ecorpit and make	to the second and the second second second	مرتماع عدف		
e that pressure in pneumatic system				
not lower than 50 kg/cm2				
3. Turn on circuit-breaker bearing				
origine Drug CHUTZ (TOPPOSHOZ DAFA-		* 1		
4. Press button on instrument panel	Pressing CHATS PELFESS button	9 /		
riag inscription CHUTS ERIRASE (Ri-	actuates electroposumatic valve which	A Contract of the Contract of	THE STATE OF STREET	
I CAPABETA)	supplies air to churte doors opening			
	oylinder. Doors should go open, and		22	
An .	drag chote should drop under gravity	化电缆线流流 超进		
	from chute compartment container,	· 特别的人的人的人的人		
ا را تا رونها و اولا با کار اولا در اور اولا در او	Botes: 1. Chute doors can be			
	opened by turning bezagen of look on outer	* 1500 C 1879 B +		
	door (index mark on		7-2-	
	look hexagon should be placed to OFFE (CENTED)			
-	2. When opening shute			
	doors keep them with hands and be careful			
	not to inture hands at			

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Supplement to Inspection Guide Se, 21	PROCESS CRART	Eo. 41	In 5 absets
Position	CENCELEO CIPEREIOS CE DRAS	Core sterre	Eco-hours required = 0,30
Province	Suchmical requirements	Feelt corre	ettee
5. Pall charts cable from cloups and upply 5 to 15-kg effort to it. Press published (on sociality part side) best ing inscription (GPCC LANDER). 6. Esturn system to initial position and safety charts comparison doors for	should open attachment lock to release oable		A CALL CONTROL OF THE CALL CONTROL OF T
The same opportunity doors lock ?, build by 30 kg/com presente in passatic system and repeat check of true circle system operation as instruct moter Peints 2 through 5 above 8. Sash chube foor hinges with clessed in the contract of the co	at 30 kg/cm² pressure in passantic system chrite system abould function od as properly as at 50 kg/cm² pressure		

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Supplement to Inspection	PROCESS CHART	Eo, 41	In 5 sheets Sheet 4
TISEAGE	CENTURE CPERITICS OF DRAG CENTS SISTEM		Hea-houre required = 0,30
Precedure	Technical requirements	Fault correction	
10. Check flaps on containers for invegrity, in case of ruptures repair flaps 11. Flare churte in container and soom container in chute comparisant of fuelage. To this end: (a) fit chute cable ring into lock—and close lock so that locking cylinder, acted upon by its spring, would roturn to initial position; (b) fit chute cable in clamps on fuelage; (c) arrange container with chute in fuelage compurates. They with rip—able (compliance).			
eanis (corn) now a source of the state of the corn of the comparison form (closed first should be door closest to ventral fin, and then - upper door), and drive cable fitted with safety jun and flag through doors;		0.00	

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والمرابع فمرجا فراع مرده بدائل فالموقعة عادرات SECRET/NO FOREIGN DISSEM 50X1-HUM --Applement to Inspection Guide No. 21 PROCESS CEARS SO, 41 In 5 abouts CONTROL OF TRUE CENTE SISTEM PUSHLAGE Technical requirements Fault correction (f) close doors first with rear ... ck, and then with front lock by press lock and them with trust over by press ing lock beeds index marks on both bragens should be in closed position; ngus should be in closes possesses (g) use type EZ-1 wire to secure or lock (beragen beed) to sinte door Cable fitted with safety pin and eming flag should be withdrawn before Combination tool (wrench) 72-7804-435/4 Servedriver, 150 mm Combined smlti-purpose pliers, State Standard (TOCT) 6547-52

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Supplement to Inspection. ** Order Sc. 21	PROCESS CHART No. 42	In 1 sheet . Sheet 1	
PUSCAGE	Certific Lithiceast Locus and Schess Of Fishers hildfichets access covers	Fest-house required - 35	
Prosedure	. Technical requirements Foult cor	restine	
l. Check committee of locks and special servers which attach asimtenance scesse hole covers to fuselage (both on port and sturboard sides).	Jote, Carry out inspection of locks and server after finishing all satintance operations on fusilege and sing		
Then acrowing special screws in or out sale use of special screediver intended for operations on cross-elitted or curved-elit screes	I Access cover attachment locks should be intact and closed. Until lock is closed, outer and of lock and pix should be flush with this seems that lock	epressed (sinks),	
2. Check attachment across of fusel- age access hole occurs for hightness	aids. Make two red marks on skin- cpposite lock allt as reference of closed position of lock Special screws shall be consider.	is not closed	
	ad locked correctly if serve cores occas out to beer flush with serve fully serve or replaced.	nd of the wente	
Accessories	Tools		
	Screeniver, special Screeniver, ordinary Screeniver for cross-slitte	d serem	

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A ARCHARACTER CONTRACTOR

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50X1-HUM Supplement to Inspection Saids No._21 - -PROCESS CEART En. 43 State 1 CHICAGO OF REPORTE CULTURES . C. S. FUSELACE Exp-house regulated - 40 AND MINIS JOHNS OF AIR SPAIRS Technical requirements Penit correction 1. In eccepits read pressure gauge LINE. indication to make sure the hydraulic To obviste accidents during Chaid pressure in main system is soro operations in wells of side (front) air brakes it is forbidden to extend air brakes 1 <u>24</u>-6 by working pressure of main hydrealic system (Pig. 95) 2. Open eross-feed cock in right 2. Open errose-feed cock in right then well to do this pull cock operating bandle and fix it is new position with the sid of special safety lock fitted with rod warning flag (Fig. 96)

3. Open (samually) both side (forward) air brakes (Fig. 97) 4. Open class lock on rear air breks and disconnect hydraulic cylinder red MINIS. from air brake (Fign 98 and 99, Eaf. air brake fully down since otherwise belly skin of fusel-5. Secure air brake in open position
by Seam of wire ourd and transverse pin age and air brake skin will be damped with Pubber gasket (Fig. 99, Ref. No. 5) 6. Vach air brake hinge joints, as well as hydraulic cylinder-to-flowings and bydraulic cylinder rod-to-eir brake

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out to Import Onldo No. 21 To 5 cheets • Street 5 . . . 2200222 CE412 B. 6 CERCEIS ATTACHES OF RESEARCH COLUMNS PURILAGE AND EDGE HOTTERS OF ATE SPACES Presedente Technical requirements Fault cor st jointe with elecs gaseline prominent joines with elean gasell (Jup 100 and 100) 9. Deing electric illumination, import air brube himps joines and introlle sylinder-te-ducalings and Pastering mits of attochment end eramine it dither with anguardum -importion or paint method.
Faulty bonding elements should be replaced joints should be acresed right home quinter rot-to-eir breits ettechnest and lecked. plants to make sure that mits are reli-ally tightened, but looking arrangements and bunding elements are intect and Bonding elements should be intent and struld meither get into attachment frints nor rub against adjacent ettachment jeints are free from crecks 8. Press-charge UATES-201 lubricant Tarts. into greene fittings of bings joints and situatest joints of eparating role of County of the second of the second tions in air brake wells make sure that cross-feed cook is from and rear air brains. Wesh and intrincte ball sombets of universal elect off jetete which attend mylimiers of side jeints which attends syllanders of sites at brukes, access to ball seakers in stained by removing fairings and examen-less, Each ball seakers with genelline, we syrings to sharpe them with EL-6 cll. and sont with NEATHS-201 labelessis. 9. Envise completed all saintenance (a) somest hidrenlis sylinfor roll for air broke and alone clamp lock the order rowerse to discommily; Late to a market transmission of the Bullion of the

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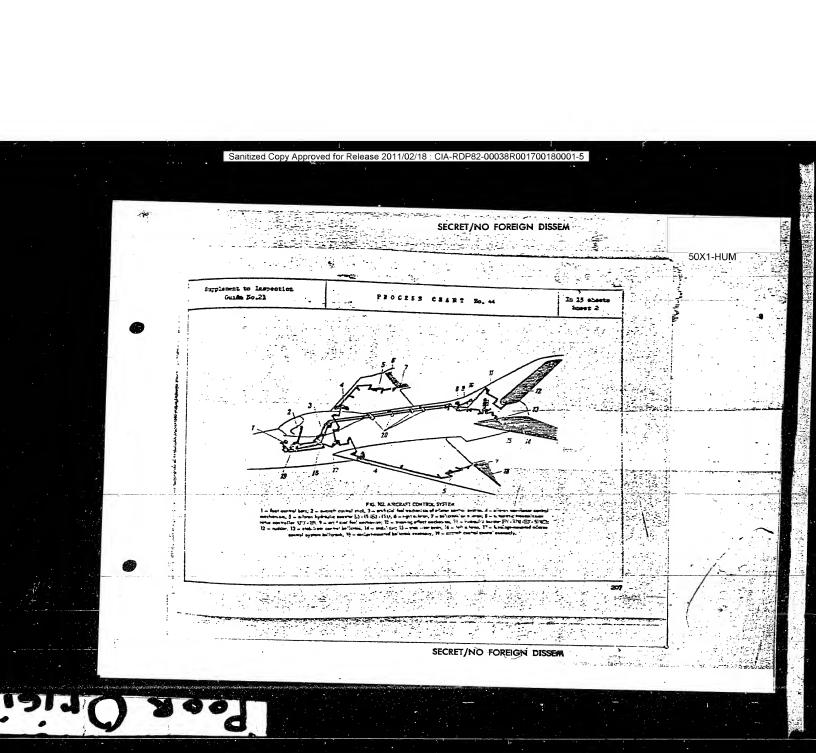
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Surplement to Importion Suite So. 21	PROCESS CHART		In 13 absets Sheet 1	
ATROPATA COMPRETA	CENTED CEDITIES AD LITERATES OF A MINICARIS AT PARTS AFFACEARY SCHIES, ST-DIEC) and ST-15 EMBLILLIC ACCRESS TO	DECRUTE CONTROL PODS, CEPCEING BY-51M OR PROFES ATTACHMENT	Mun-hours required = 5	
Procedure	Technical requirements	Fault correct	3105 ; · · ·	
L. Turn out screen and renove covers	-			
f access heles leading to sircraft				
entrol assemblies located in fuselage	0.00			
meretructure, in wing (Fig. 104, Ref.			1.0	
os 1, 6, 10 and 12, and Figs 105, 106,		*	44	
07 and 108) and in fineless port side				
Mes 109 and 110).		√2		
Turn out screes and resove fairing	المستخصصة حضاية	-		
ros APT-33 antonetic transmission ratio				
extraller (Fig. 111), cover of access				
le leading to trimming effect mecha-		# 10°		
as (Fig. 112) and cover of access hole		į	Ĩ.	
white to hydreulic boorers 57-518	Fote. Stabiliser hydraulic	· · ·		
7-53EC), see Fig. 113, if they are	boosters FY-TIM and FY-TIME			
111 ca	BY-51MC booster is installed			
ter som more en	In place of EY-Cly booster.			
	no friction sleave is nount-			
2. Vesh hinge joints of sircreft	Ball bearings of closed type	Should there be no		
estrols with close gasoline	should not be washed with gasoline.			
3. Inspect control rods, ball bear-	These should be word	closed ball bearing or		
es of control rods and bellerenks, bell	With clear clath and manufacture	or crunch be present 1		
anks, support rollers of stabiliser,	with State MANN-SSI lubricant	ing, prese-charge (by		
dier and alleren centrel systems locat-	De la company de la company	fresh EELTZK-221 lubri	cent into bel	
in elecraft cochit, fusciage super-	1	bearing		
ructure, fin, wing and fuselage		* 1	1	

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Supplement to Inspection Onide No. 21	Process Crin		In 15 storts Stort 3
ATROPATE CONTROLS	(FY-SIMC) AND SY-45 EVENTUAL BOXESS (CHOCK THE EW. ELM	Sea-berry required - 3
Procedure	Technical requirements .	. Fault corre	otice
(Figs 102 through 113) During inspection sake sure that During inspection came to re- control rods and believants bear no traces of stirition corned by adjacent traces of stirition corned by adjacent anders; see to it that locking fitting are intert. Check clearances between stabilizer and rathers cantrol rods and support rol- laws; sake sure roller pins are properly locked 4. We guide Historic 221 Inhericant to inhiritate ball bestings of control rods solitorate and support rollers of air- traft control systems (Figs 116 and 115)	be not smaller than 5 mm. Rysbolts (end lugs) of control rods should be screwed into control	If wire end freely control rot this means they has been mirrord in insufficient depth. In central rot measure principle in symbol; release loc sizes symbol; release loc sizes symbol; release loc sizes symbol; release loc sizes symbol; release location, in replace fan sorved in, replace fan sorved in, replace fan sorved, check general a corresponding control in folserunce is small in clearunce in smalthan specified, adjust a tank specified, adjust a tank specified, adjust a rotate this bolt to delearance with the air gamps	that symbols (control with the case reconstitute of acres thing met and acres thing met and acres thing met and acres the symbols (control we control with the control was acres to the control was

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Gilds So.21

PROCESS ORREST No. 40

In 13 shorts
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For W. Whitedas Transaction Movement Security Sec

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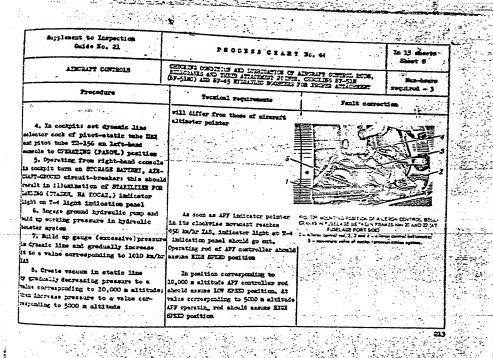
Sugglement to Inspection Online For 21	PROCESS CHAR?	To, 44	In 15 chees Sheet 7	
ATECANT CONTINUE	CENTER COUNTY AD MERICATION OF A MEMORIES AD THEM ACCOUNT JOHNS. (N-5110) AD 19-45 HIBACLIO MOSTES F	CHCZIN: 57-51M CHCZIN: 57-51M CHCZIN: 57-51M	Nan-hours required - 3	
Prosedure	Technical requirements	Pault corr	correction .	
Continue 177-38 Automotic Prencissia			77	
Patio Cortroller System During Airste				
and Altitude Practica Schwerzens				
(this work should be performed by .	*	1. 数据数据 1.2. 数		
pecial equipment specialists collectiv		La Line John		
y with mirframe specialists)	and the second	 Box (5)2 (155) 	74.	
1. In cockpit: Turn on AUTOMATIC	1. Check functioning of automatic			
ELECTION CONTROLLE (LECTLE				
P. 477) circuit-breaker on right-band			1.5	
onsole and make sure that APT operation			. 10	
ode selector switch on left-bend conso	a.			
s in ACTO (ACTORAT) position	İ		v., >0.75	
2. Disconnect static line from	2. Then IFF controller operating			
PA-106 transmitters to this end, mo-	rod is reset from LOS SPEED (MINE			
cuple U-shaped pipe bearing inscription	CARPORTS) to Elice State (SOUTHER COO-		منابقيا والمراس	
27-106" from connections on starboard	POCTA) and back, stabilizer leading			
ide and comect transmitter through.	edge will slightly deflect downward or			
ispter Eo. 72-7702-170 to best of	upward, respectively; this will be	円お を 色 途	√	
IJ-3 tester	scompanied by deflection of sirereft			
e e e e e e e e e e e e e e e e e e e	commit atter		1.	
3. Connect one EIJ-3 tester to type	- 3. Remeter that APT extractio			
to creating of mitot-stattle tobe, and	A A A A A A A A A A A A A A A A A A A			
entirer E7-3 tester - to static specie	ST Standard accompanies and an			
pitot-static tube	reading of the said	1	نىيىن ئىلىنى بىلىنى br>ئىلىنى ئىلىنى بىلىنى بىلىن	
	readings of 127 indicator pointer	1		

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SECRET/NO FOREIGN DISSEM Supplement to imperition Guide Routs PROCESS, CEART AG, 64 In 13 short Short II Fig. 114 Light Components of ASCANT COMPONENT ABOVE.

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Applement to Inspection Onice No. 21	FROCESSERARS		In 13 the
	PENALTY OFFICIALS AND INTERCEPT OF AL PLANTAGE AND TRANS ATTACABLE FORTIS, 17-5180) AND FY-45 STRUCTUS SCOTTERS FO	CHIEF IND ET-CIE	Laintal - Resem
Procedure	Technical requirements	Fault corres	Lion
Eatr sure that AFY indicator readings or correct (by altitude scale) 9. Cheek full resetting of operating od (from one extreme position to the ther) 10. Unping connections and comment	Time of full resetting of operating rot should not exceed 22 sec		
shaped pipe to commention 11. Cost IFT entometic transmission tio controller operating rol with tenin yer of 05-122-7 infactori 12. Be-install covers of access holes of fasten then in place with acress	78.00		
Accessories Dyrings Gresse cup Clearence gauge with set of :	Screp	fools driver for cross-slitted driver, ordinary	SCPROS

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Service to Inspection Suids So. 21	PROCESS CEAS		1 23
ATERNATI CUNTROLA	CEMBIG PAR IS SCORE, MINISTER		Ebest 1
Procedure	Zechnical requirements	TO LINE CHIME	required - C.1
l. Fix sireraft control ettek in	77.00	Fault correction	
al position. Such alleron by its trailing settlement dearers and check surelly to make the there are no knock-secondaries and make the alleron control assaublies and make it alleron control assaublies and make the secondaries.	in certail assessed as incertag sound	In case of knocking faulty assembly and rep beilerank	sound locate
the primary of sing (check illered threadly booster by-45 il) Enternider by the twenter of	(or rudger) are energetically hand- scred by their trailing edge. No knowling in hinger shall be tolerated		
tani circh surelly to make sure here are no inock-accompanied plays for control assemblies and			
rods and belicraries are not			

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Accessories Accessories Accessories Accessories Accessories Accessories Accessories	Technical requirements	Pault corrects	Nas-Jam required - 0.19 (cm
4. Soving aircraft control stick forward and backward and checking surally make sure that there are no incoh-accompanied plays in stabiliser control assemblies and that central rods and belierants are not caught by elements of fuselage	fechnical requirements	The Application of the	(ca
forward and backward and checking surally make sure that there are no knock-so- companied plays in stabilizar control assemblies and that central role and believable are not caught by elements of fundings			
the search of th		Tools	
	1	Tools cose pliers criver	C2683

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SECRET/NO FOREIGN DISSEM 50X1-HUM Supplement to Inspection PROCEBS CHART No. 45 Casto Se. 21 AMERIT CONTROLS CARCELLOS PALABODES OF STABILITIES AD MIND FOR PARTY STANDING Technical require 1. Rock (manually) and portion should be determined by condition of should be determined by summer of a rivets which featen belancer skip the for proper attachment to stabilizer to stabiliser (or relier) skin
Ecticable sinking of rivote, as
well as their loose secting in skin d reder weight balancer to check it r proper attachment to mader will as their loose seating in skin shell not be telerated for proper ettechning to rudder Serendrivar for eross

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50X1-F			-HOW		
Supplement to Impection Onice Fc. 21	PROCESE CEART	CESS C'EART TO. 47		In 4 about 50 at 5	
ADDREC PLENTS	LUBERCATION OF STABILITIES BARN BEA CRASILITIES FAIRTICES BO		Non-house required - 3.69		
Procedure	feebrical requirements	Fault correct	dea		
L. Lower stabilizer with leading edge down Z. Opal cover of access bole leading to bearing (Fig. 115) J. Farce EKITS-201 Inhericant innecessing the stabilizer of stabilizer with the sid of syrings (Fig. 117) 4. Reserve fairings located under stabilizer to obtain access to stabilizer to obtain access to stabilizer control rods and believands (Fig. 115) 5. Disconnect control rols from believands, and bonding elements - from stabilizer control rod (Fig. 119) 6. Fastan special serve clarp on one of stabilizer section to extrans upper position (Leading alga dom). 7. Deflect trailing edge along. 6. Rock dynamister to serve clarp and lower stabilizer section by 50 to 70 m, and then pull dynamister hardle coun in direction homal to stabilizer chards	Then lubricating bearings see to it that INTER-COI lubricant does not get into friction Europe Remainer that: (a) at low temperatures friction in stabiliser joints is impressed and	FIG. 11: POSTLAN OF STATE STATE AND ADMINISTRATION OF REAL RESTANDANCE AND ADMINISTRATION OF REAL RESTA	40 MCS		

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Supplement to Inspection Smide Ho. El	PPOCESS CE	127 80. 47	In 4 sheets Sheet 4
AIRCIAFT CONTROLS	DIMICATION OF STATILIZES PROFILE	MANUES AND CHECKING	Man-hours required - 3.45
Frecedure	Toehninal requirements	Pauli cerre	
9. has reading of dynamometer at the stabilizar trailing edge begins to flast deem. 10. Commest control reds with addisor control belinreaks and safety its stit enter pins (see Fig. 116). 11. Descunt fairing and access hole with an easier than the with screws.	(6) trailing edge of stabilizer should be started into downward more-ment by effort of 13 to 21 kg as stabilizer moves. Stabilizer moves. Stabilizer moves starting moment is not taken into consideration; (a) friction moment less than 10 kg-m should not be tolerated		
Accessorie Greace oup 72-7804/140 Priction moment test f B5-9572-00 Syringe Dynamounter	Seresdrive	rools	

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Supplement to Impaction Suide No. 21	PROCESS CHAR	1 Fo. 48	In 20 stock
CAROPY AND COCKPAY	CERCRISE CYMPATION OF CANCEL BROKE	ET JETTIS CO STETEM	Ins-hours
Precedure	Technical requirements	Pault correct	
Checking (peration of Dischass Valve and Personer Cum of Canopy Surgency Jet- tions System	During all operations in cockpit with seat descented		
Prom Election Seat Pace Plind 1. Open emergy, unlead remover gan and charge it with two framy cartridges (charges) fitted with primer cape 2. Relieve air pressure from main	always have safety flooring laid. Dioned and charge gue col- loctively with ordnance specialist		
air system ark from campy lifting bottle to zero. Sleed air with the sid of special firture (firther for testing pressure in campy lifting bottle through courseling located		es ²	
and well. Check hir pressure by condpita- sounted procure gauges and by pres- sure gauge instelled on device (Figs 122) and 123)			911-9 ¹ 8 14 1913 14 1913
	Air pressure in easopy lifting bottle should be within 50 to 60 kg/cs². Pressure in main air system should be sero. If those requirements are set, this some that non-return valve operates normally		

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			- 2,5
Supplement to Inspection Onide So. 21	PROCESS CHAR	2 Bo. 48	In 20 shets Sheet 3
CARGET AND COCKETS	CHECKING CANDISTING CA CYRCAL ENGINEERS	T JETTING STREET	Fem-lons required - 9.30
Procedure	fechnical requirements	Fault correct	tien
4. Take seat in cockpit and look			
many. Fitherer ground safety lock from			
tonomous canopy jettison hendle so		1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	
at 1t would not harper chockout opera-			
cos .			
5. Briskly pull seat blind and check	Pulling blind should imittate air		772-4
raily that disphrage valve and durry	ambly space district of the state of	The second second second second	
arges of remover gus are actuated;	wales to premette lifting cylinders		
se certain that locking wire on these	to belly me the transfer the children	: -	-
d on trigger is broken loose	to build up canopy removing (tossing)		
6. Believe sir from canopy pnecastic	,		
fring cylinders and remover (tossing)			
sten with the eld of fireure for	blind is pulled through 115 to 140 mg	-	
ting pressure in cancyr passmatic	and explosive charge-ectuated sochs-		
Tring bottle	miss should be operated after		
	255-30 am travel of blim; total		1
	travel of blind should be 316-20 mm.		
	Brief applied to blind at emplo-		المعادات المساد
	sive charge-actuated mechanism opera-		1
7. Open canopy namually; to this	tion rement should not exceed 30 kg		
			40.
(a) turn canopy controls (Fig.124)	Never open canopy before air		U
every (bevire retained control head).	pressure in canopy presentic	١.	
STGF (STGE) position):	lifting cylinters is relieved		

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SECRET/NO FOREIGN DISSEM Supplement to Imspection PROCESS CHART So. 48 CENTRES OPERATION OF CLEONY EMPRESSED JETTING STREET CURSPI AND COCKPIN (b) the man mitting in cochpit that if it annually rear part of campy on the man operating from outside shall lift campy to required position lestall ground safety locks in specting rode of eamopy lifting whiches Fault correction f, Perme disphraga assembly; act a fallows (pital) and move right-hand section of intrument panel aside; (b) serw off mut of valve inlet immedian and remove pipe with filter; (c) remove two valve ettechemnt ichts and valves (4) screw out inlet connection fre disphrage side). hats sure that walve disphrage in marted and that primer cars of dunny an eres not smaller than 50% of therers are punctured (Figs 125 and 126) pipeline section area

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Supplement to Importion Onids No. 21	PROCESS CHART	3o. 48	-In 20 shorts Exect 6	
CUSOFT AND COCKPIE	CENTRIC OPERATION OF CHARM MANCE	ICT JESTING STERM	Han-hours required = 9,30	
Procedure	Technical requirements	Fealt corr	eties	
3. Clear disphrage valve and filter a particles of broken disphrage wit pressed air, install sew disphrage we and serve on connection 10, but disphrage valve at operatin itim and safety it with MIE-0.5 lo	to rescaler that bushing which carries disphrage should be set with its teper portion inside valve; this is done to prevent breaking of disphrage by sheep			
sire II, leture canopy emergency jettisc tem to initial position and lock is from Canopy Autoposopy Jutiagon Empile				
12. Dalond remover gum, load it wit my charges and lock with MIX-0.5 wi 15. Charge additionally bottle of	air pressure in emony lifting			*****
of lifting system with compressed in special furture for this purposed. It thek operation of displaces we recover gue from canopy emergement than hardles to this end: (a) withdraw ground safety place for this cross of canopy lifting power.	1ve			
Windows; (b) lock camppy;				

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Rejplement to Importion Outdo No. 21	PROCESS CHART Fo. 48		In 20 sheem Sheet 7
CARDY AND OXCUPA	CERTIFIC CHANGE OF CASES BORGE	Fortier - 1.7	
Precedure	facinical requirements	Fault corre	tics
(e) turn canopy energency jettiens		1 1 1 Ex	
handle fully does (to horizontal post-			
tion); this should result in breakage			1
of locking wire on handle and disphrage			
valve, and in operation of displaces	X		1
valve (disphraga valve operates when			事に、本語の
ban'le is turned down by 450);		(1) 1 (1) (2) (2) (2) (3) (3) (4) (4)(1) (2) (2) (3) (4) (4) (4)(2) (3) (4) (4) (4) (4)(3) (4) (4) (4) (4) (4)(4) (4) (4) (4) (4)(5) (4) (4) (4) (4)(6) (4) (4) (4) (4)(7) (4) (4) (4)(8) (4) (4	: 122
(d) slowly pull canopy energency	Soving heatle through 25 to 50 mm		
jettisch bandle backward as far as it	will result in puncturing of primer	194 5	
will got this should result in breakage	cape of remover gun dumy charges;		A
of trigger locking eire	further arresent of headle by 35		
	to 40 am umblocks seat ejection gun.	4	
	Travel sargin of handle in this case		
	should be at least 5 75.		· · · · ·
15. Bleed air from cancer lifting	BANGER DE SE TOUSE 5 ZE	一方では、これの変化を	
cylinders and lifting system using			
special fixture for checking charging			
pressure of caropy lifting system			
ottle			
16. Marcally open canopy acting as			A1
collows:	1 1		
- turn campy control handle back-	1		
erd (having retained handle in STCP			-
osition)			
			1.4

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Supplement to Inspection Oulde No. 22. PROCESS CRAST No. 46			In 20 abouts
CAROPI AND COCKPIN	CHARLES OFFICE OF CASOT BURGEST JUTIES STATE		Mea-hours
Procedure	Technical requirements	Technical requirements Fault correct	
- the man sitting in cockpit should lift rear part of canopy and the man parting from outside of coolpit could lift canopy farther upward to waired position			
Re-install ground safety pins into presting rods of canopy lifting cy- inters 17, Carry out operations described anies Points 8, 9, 10 and 11 of present Process Chart			
Castine Operation of Barrener Lock Orenine System			
L. Resore canopy morehle sections a follows: (a) open cover of fuselage upper from access (hatch); (b) discument rebber hose of de- fiver states mulfold and reserve sund- feld from front glass panel of carepy;			

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Deplement to Impection PROCESS CRART Fo. 48 In 20 storm Sheet 9
Colde No. 21 PROCESS CRART Fo. 48 In 20 storm Sheet 9
CASCRY AND COCKET CREATICS OF CANCER EXCRETE JETTISCS STORM Required - 9,70

Proceedure Technical requirements Fault correction

(c) open cancer, detach spring book

of set ejection gan blocking system and
make sure that ground safety pinn are
installed in seat ejection gan and
cacopy resoure gans

(C) retaining canopy with hands
withines pinn from operating rods of
cacopy lifting cylinders and remove
ground effect pinn from operating rods;
(e) operating from crubpit close
cacopy by planing control hands to map
position;
(f) resors two bolts of front hings
looks of canopy;
(g) operators sitting in cockpis
should lift alternately front and then
rear part of energy; searwhile two
operators should desound canopy from sixcreate.

Canopy recunting is the reverse of

 Flare campy on special trestles with provision for access to lock loops

HEVER place cancy to rest on lock looms

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Supplement to Inspection Ouide No. 21	PROCESS CEARS	Fc. 48	Ja 20 shorts Short 10	
CTROSA TID COCKAIS	CHAIR SPANE OF CALF. MANDEL DELINE ASSES		Man-hours required - 9,30	
Procedure	Technical requirements	Pault correction		
Surpent 5 to 10 kg weight (equal				
for each lock) to each lock loop as				
more in Figul27				
3, Imove fairing from time delay				
lecks.				
Reserve Aktil-1.6 looking wire and		1		
cles thiccel cospound from locks	·		· · · · · · · · · · · · · · · · · · ·	
4. Screen locking plunger from remov-	Air fed to cylinder should opered			
or pun and commect special fixture for	lock energency opening system, lock			
theking canogy lock operation to remove	laupe abould clear locks, front hinge		A 7 A	
pa body (Fig. 128), Couple ground air	locks should go open, and rods of			
ottle to fixture	time delay locks should move to LOCK	s	• •	
	CLOSED position which will be detur-			
واستعادت فالمناوات المتناوات والمتاوات والمتاو	nined by extension of operating rade			
	from posumetic cylinders (see Fig.12)		37 F	
	Hef. Ho. 4)	1 1000 500 500 500 500 500 500 500 500 5		
5. Open bottle velve and, mains			1 (4	
resoure regulator, build up 6 kg/cm2				
pressure: this should result in breakage				
c locking wire on looks opening cylind-				
CTS		1		
6. Close side locks of canopy	VIENTOG.	1	• •	
Fig.129); to do this:	Protect lock loops from dest-	1		
(a) fit loop 2 into each side lock,	ing and other dange when	1-		
tam are 6 down and nove down locking	they drop.			

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>€			
Sapplement to Inspection Guide No. 21	TROCESS CHART	Fo. 48	In 20 absets Sheet 13
CARCET ARC COCKNIE	CERCIFIC CPERATION OF CLEOPY MARKET	ERCY CETTISON SYSTEM	Man-hours required - 9.3
Procedure	Probatical requirements	Pault correction	
lever 6 by pulling it out with the sid of thin (0.6 to 1 m) wire (steach wire and to hole 10 in lever); (b) install spring-loaded catches	Imbers of loops abould cor-	If runbers are siz	
with spring tension of 3 to 5 kg book- ing thom by lever artschment lng.	respond to numbers of looks:	make them in red paint on lock under-	
(see F.g.129).	Bight side (speards aircraft	surfaces in accordance with lorp means	
Text close front kings locks	nose):		
(Fig.131) as follows:	(a) front side So. 2; (b) middle side So. 4;		
- move bigger hock 2 and looking	(c) rear side No. 5		••
lever & backward and force both bell-	Left side (towards advored)		
cranics 7 forward simultaneously, is a	nose):		
result, system of comtrol rods and bell-	(a) from side \$0. 1;		• • • • • • • • • • • • • • • • • • • •
Trans moves forward and looks become	(b) middle side Eo. 3; (c) rear side Eo. 5		
	Check closing of side and front	If loops slip out o	T arms retain,
하게 함께 가는 이 바람이 되었다.	(a) loops 2 (see Fig. 129) of	check lock closing proce	steps orub
·西德·特殊的是基本的。 2. 11 11 11	side locks should not slip out;	16.	
소덕화인화학이 되고 한 시간	(b) a= 6 (see Fig.129) should		
7. 63000 04 4.5	not rotate		
7. Close time delay looks (Pig.132);			
this end; using screwiriver sink	N N		
ocs 2 of time delay looks, align look-			
& holes and sefety elements with			

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	PROCESS CRAI	T. Se. 48	In 20 sceets Short 1A	
CAROLA TRD COCKLES	CENTER OFFICEROR OF CHEOFI BENEGIES STRIKE STRIKE		Esp-beurs	
Procedure	Pochaical requirements		required- 9.30	
MEN-1.6 leaking sire (Raf. He. 8).		Pault serrect	Pault correction	
Fill book beles with thiseal acre-		1		
M, grode JS.				
Install fairings on looks				
you Randle of Duplication Campay			- St.	
Personey Jettieon System			18.00	
8. Suspend 5 to 10-kg weights from			1. Jan 18.	
e of eanopy suergemoy looks as		The state of the s		
rected in Foint 2 above			- x	
9. Grip handle of dunlingting amount		1 2 4 4 4 4		
stoy system and engreetingity				
his action should result in break-	cating system control handle should			
f locking wire (Fig. 130)	go loose and separate from caropy.	1		
	Under gravity of weights loops lague	1		
19. Peturn energency look opening	look seats, front hinge looks go open	1/25		
# to initial position and alone		1. 1963年4. 計模型等。		
and front looks of canone as				
uoted in Point 6 above				
11. Remove cover from dunitageter	dem dis. boles in headle soty		5.7 PM PM-	
energency jettison portrol average	and in roller inside body should be			
T bandle in sechantes and attent	aligned and sable ball should fit			
Toller (see Pig. 130), Close	into recess			
isk cover and safety it in place				

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Supplement to Inspection Guide Se. 22 In 20 about Stort 15 7200236 CHART So. 48 CAFOTT ATD COCKPIN COLLEGE OF CHECKY RECOVERS SERVINOR STATES Precedure . 1 Pechnical requirements Pault serrection 12. Again suspend the some veights (5 to 10 kg) from look loops as hee ben instructed above 13. Srip bandle and slowly poll it; as some as all locks go epon, dis-continue handle pulling and make reference mark on handle mable; then frevel margin of handle cable pull handle until it completely separatus from roller
us from roller
la. Fot system to initial position
(slore locks as instructed in Point 6
of present Process Chart) Type completion of all checks on campy removal system and after look 15. Fach and lubricate parts of campy locks and of campy emergency pittisch mechaniem on fuselage and ****** cill comes misfiring

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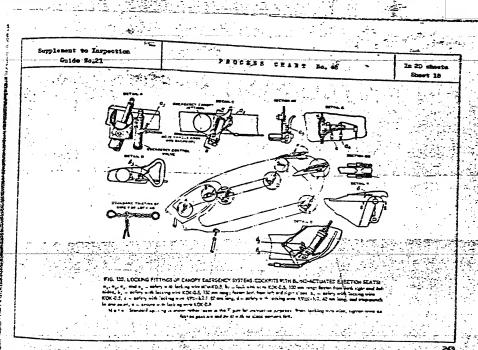
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Supplement to Immportion Guide He. 21	PROCESS CEA	R 2 Be, 48	In 20 species
CHIOLI TED COCKLIS	CRECKING CAMPITATION OA CTRIBAL BANKS	noi turisci sissa	Res-torces
?roudure	Technical requirements	Fault corre	
16. Safety system of locks and lock trol sectanisms (Figs 133 and 134)	Lookvire following parties (a) rear look bellerance; (b) resource gam; (c) disphraga valve of emopy emergency jettison system; (d) duplicating emory emergency jettison mentrol handle; (e) dampy emergency jettison control handle; (f) time dalay look		
Ascessories		\$702s	
inture for absching emory emorgancy system, CHT/2-98208-00 inture for absching emory opening locations for absorbing emory opening locations.	Franches: 24	-purpose x 17, 5 x 7 and 19 x 22	

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Applicat to Inspection Quide No. 21	PROCESE CHART	Ec. 49=	In 8 shorts
CASCET AND COMPTS	ESSENTE OF RESP-ACTUATED EXECUTES SEAS	PROM AIRCEAFT, MASHING, MOVING PARTS AND CARLES	Hen-hours required - 0,0
Procedure	Inchnical requirements	Yoult correct!	=
Precentioners Basers			
Make ours that ejection gun of seat is unloaded (if no firing hem been made)	Ejecutor seat may be removed .		
L. If canony has not been removed, lift it and move engine control lever	from aircraft after ejection gum has been operated by arma- ment specialist		
Toronto.	and the second second		
2. Remove blocking ball out of			4
fumel of ejection gun cylinder (Fig.135, Ref.13) 3. Discomect safety pin of ejection			
gun from red of ejection control cable 4. Unfasten sumphook of poli cort			
for Al-3 time release mechanism from	1	*	
your on frame 5. Disconnect cable running to dischara valve			Japane year. J
6. Install tightening clasp on ejection seet stabilizing them to			
Measure true about a spen remained	10. 整个线点,这个是一个多个。		
ocat from eineraft. 7. Sithiray inserts which fasten			
empor sheckle of lesizest to ejection			
	2028	X TO THE STATE OF	



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Quide Se. 21 PROCESS CHART So. 69 Za 4 shoets EDEVAL OF MICHAELINE MENTING SHE FOR ADCRUST, MASSING, DESPETION AND LIBRIDATION OF RECEIVING MATTER AND CARLOS CANCEL WED COCKERS Personal requirements & Record ejection seat from mirmails, make sure that OPE-2 comes or ctor (Fig.135, Ref.13) can be easily Install ejection seet on special 9. Yesh all hinged connections of at machines with close gracilies and New them off with compressed sir 30, Impact seat from, particularly If eracks are found in sent from t should be withdrawn from service in walted seems for cracks; examine hinges and cables for condition, cor-Einged joints should retate with out Mining.
All strands of cables should be miss and broken strands of cable Ois. 135) Cables with broken str Errass belts should here so at belt restraint mechanisms 4 and ruptures, Cable strands of harness lock should be sound and securely attached to harmes unlock sechanis 12. Check operation of harmens belts retraint mechanisms and Al-5 time release mechanism foot-grip release erson es follors:

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Ouplement to Inspection.	PROCESSORAR	Zo. 49	In 8 shorts Short 3
CANOPT AND COCKPIE DESCRIPT AND LIBERATURE OF RECENTING MOVING PARTS AND CARLES			Fee-berr Fee-berr
Procedure	Technical requirements	Fault correct	ion .
(a) cock 45-3 time release mechanism and lock it with flarible pin (Fig.135);	Al-3 time release mechanism should be set to sparete in 1.5 sec		
(b) sock middle plunger of spring mechanism and fix it in position with red (Fig. 136);			
(c) cock extreme and plungers of spring mechanism and lock them in port- tion with reds;		Francisco (Inches Sept. 1984)	
(4) install lock sleeve connected with Al-3 time release sechanism; (e) remove rods locking in position	Extreme plumgers and lock alcove should be installed finah with well		
spring mechanism plungers; (1) compy ejection seat with flying	of spring mochanism		
suit and paraclate on, smooth out stages and close harmess look; — (g) look foot grips 9 by pressing			
step bearing of foot rests; (b) withires florible pin of AL-3 time release recharion	Foot grips and harmes strape		
	lock should open quickly and mithout jamaing		

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Depoissant to Impertion Onide No. 22	PROGRES CHAR	T Bo. 49	In G sheets Sheet 5
CARON AND COORER	RESERVE OF RESIDENCE OF ACCOUNTS	PROB ADCEAST, VASSILO,	
Zypostazo	Sechnical requirements	Fault correcti	
Report shorting speration of har mean straps reviradat mechanisms and foot-crip rulesse system. Check over, place whole system to specify position, and specify specific system than by morting bearing specific system to port in land walls of foot revira in land in the state of the	For locking use twisted card thread from core of abroad line I-6		
(b) lower foot rests and bring dan pears out at contings; (c) min external importion of despens, such binged joints in puscils and intrinsts with grouss University (d) pull rots out of despers and also cure that they are free of deaths, sticks and benda;			

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Anylanent to Inspection	- 3-5	The same of the sa
Quide Se, 21	2 8 0 C 2 8 8 O WAR	2 Bo. 49 Le 6 stants
CUTCHY AND COCKING	BEAUTO NED TOMORTIMO DISCUSSIONE STR	2 YEAR ATROUTE MISSING
Procedure	Technical requirements	T PROM AIRCRAFT, MISSING, Mon-hour SH MOVING PARTE AND CARRES PROMITED - 0.
(a) nove rods into cylinders, imera	- The second sec	Femile correction
ers into canings and secure dampers		the second of the second of
(f) check dampers for proper cham-		
by pulling out rods and applying to foot resta.	Movement of foot rests should be uniform without any marping or jame-	If lowering or folding of foot re
out with greene Marray-201 all		takes more or less time then required it indicates that dampers occasis ins
i Julius and cabies	Shall is lost is applied to foot rests their lowering should take	littlent ascount of oil.
	3 - 5 sec. Folding of foot roots under load	Check dampers for questity of
	of 40 kg should take place within	If required, aid oil to dampers as follows:
	John Steel	(a) remove damper from sent;
er del como legalegado en el		(c) screw plug off filler competit
		and fill cylinder with oil ANT-10 to expectly, after which drain 1.5 ca.ca
		er earti
		(d) screw plug on filler connection and lock it with wire EUE-C.5;
. Check anculaer belt restraigs		(e) sount desper on ejection sout and check it again for proper operation
in lock for proper operation, to		
25.1		

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CANCET AD COCIFIT ENVAL OF MIND-ACTUATE LINETER SEAT FROM ADDRESS. Madden required to DEPERTURE AD DEPERTURE AD DEPERTURE AD DEPERTURE AD DEPERTURE AD DEPERTURE ADDRESS AND LARES required to the seat and further shoulder belts; (b) release shoulder belts and miles some state shoulder belts restraint mechanism as expected and that points and make certain that shoulder belt restraint mechanism is empared and that principles are seat and further shoulder belts restraint mechanism to proper locking of belts in position required for ejection 15. Chock stabilizing flaps mechanism for proper locking of proper chemical proper continues. For this purpose; (a) respons tightening class from stabilizing flaps (b) chock manually flaps for oney rotation; (c) lower flaps; this dome, flaps should come fully and get locked in cycle position; (d) close flaps by pressing block through the state of the seat and the state of the seat and the state of the seat and the s	Supplement to Inspection Guide So. 21	PROCESS SHAR	2 Bo. 49	In 8 sheets Shoet 7
Procedure Technical requirements Fault correction (a) place parachete or rest pas, tain seat and farten shoulder belts at sain sure that shoulder belts and sain sure that shoulder belts and sain sure that shoulder belts and sain sure shoulder belts and sain sure shoulder belts and sain sure that shoulder belts and sain sure shoulder belt as successively in all points and sake certain that shoulder belt restraint mechanism is engaged and that pilot can not less forward. Pay particular struction to proper locking of belts in position required for ejection 15. Check stabilizing flaps mechanism for proper contains for proper contains (a) remove tightening clasp from stabilizing flaps; (b) class manually flaps for easy rotation; (c) closer flaps; this does, flaps should open fully and get locked in open position; (d) closer flaps by recovered.	CANCET AND COCKETS	DESPREYAL OF KLEID-ACTUATED RESCRIVE SEASONS OF RECEASUS	FROM ADDORAFT, MASSING, MOTING PARTS AND CARLES	Hen-bourg
tabs seat and farten shoulder belts; (b) release shoulder belts and mins some that shoulder belt restruint mechanism spaceties properly; (c) lock belts successively in all points and min sectorism that shoulder belt restraint mechanism is expand and that pilot can not less forward. Pay perticular stremmion to proper locking of belts in position required for ejection 15. Chock stabilizing flaps mechanism for proper cyarution. For this purpose: (a) respons tightening class from stabilizing flaps; (b) closed manually flaps for only retained for fully and get locked in open found form fully and get locked in open position; (c) close flaps, by recorded.	Procedure			
locking of balts in position required for ejection 15. Check stabilizing flaps mechanism for proper operation. For this purpose: (a) remove tightening cleap from stabilizing flaps; (b) check manually flaps for any rotation; (c) lower flaps; this does, flaps should open fully and get locked in open position; (d) close flars by recovery.	table seat and farten shoulder belte; (b) release shoulder belte and mine some that shoulder belt restructs mecha- nism spaceties properly; (c) look beltes successively in all points and sake certain that shoulder belt restraint mechanize is engaged and that pillot can not lean forward.			
(b) closed manually flaps for easy rotations (c) lower flaps, this dome, flaps should open fully and get locked in partitions (d) close flaps by receiving	incine of belts in position required for ejection 15 Check stabilizing flaps macha- nism for proper operation. For this purposes (a) remove tightening olders for			
an aprizontal flap of stret	(b) clock manually flaps for easy rotation; (c) lower flaps; this does, flaps thould open fully and get locked in part position;			

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Supplement to Inspection Guide No. 21	PROCEES CREE		In 8 sheets
CROST VED COCKS IA	DESCRIPTION OF THE PROPERTY OF		Short 8
Procedure	fectorical requirements	I THE AD CLEAN	
d love flap by pressing off wire this further novement of both flaps only be done simultaneously. Frees flaps to head rest and nouse pitching class on them 16, Kunt ejection seat on aircraft reverse order	ifter someting ejection seet on sirrest reserve tightening clemp as flaps are held from opening by guide	Total correct	
Accessories	Strands, 12 x M	Tools	
vice for removing canony by Boans of vice for checking sjection seat vice for removing sjection seat by m the for removing sjection seat by m in for ticaturing flaps of ejection i for locating spring sechanism of eje	crane Fliers French (CF/804-79- esas of crane scrik	() for tightneing put of ; er (3) for cooking striker o	

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Suplement to Expection Suide Soc 21	PROCESS CHAR	T Fe. 50	In 4 she Short
CARGET AND COCKETS	EISE LOS CRODALICE OS CRECAL ASTRE	CONTROL BARDIES	Required -
Prosedure	Technical requirements	Fault occree	
l. Check emory frame for crecim, taken seel and desegred protective seed		The state of the s	
7. Erasine canroy glass for cracks,			
lvery areas and dissing (poor trans- rency). Then examine, pay particular	areas (heirline crocks) to men are	Canopy with cracks of oa glass panels should be	r stlvezy e
		200,000	Topleces;
built into canopy frame (in top and in parties of canopy)	then perforate schemes as and	January Constitution	وتوسيدة بدأ
3. Inspect career me	mare where cons observe the relland	If any hairline sorat	ches or sec
ine alloy for corrosion	(a) cancy should be covered with carries (when on ground) to protect	POLLED GLESS With Daste P	71H-2
高 元 1000 000 000 000 000 000 000 000 000 0		POLISHING Should be a	
	The Party and the Des Bachanters	with water-absorbing cott	Lees hes no
	1	Ener politica	
Angel Harrist Harrist Tolk	(b) should organic glass be fouled, elem it as follows:	then polishing, rub g along scratch, then scross	
	TOO CIES WAS	AND SERVED IN CLICKBLET BARROW	
	The second with water	stopping to svoid heating	of glace
	- if any fat stains are found, remove fat by rubbing glass with dry	Polishing may be perfo	
		entire surfece of glass,	CERCI STEEL
		Hever try to eliminate	scretches :
	sipe glace with soft cloth soaked in	THESTOCKING OF AL	oir location
	scap water (3-55-solution) and wrung	T means of smery paper.	
	CONT.	•	

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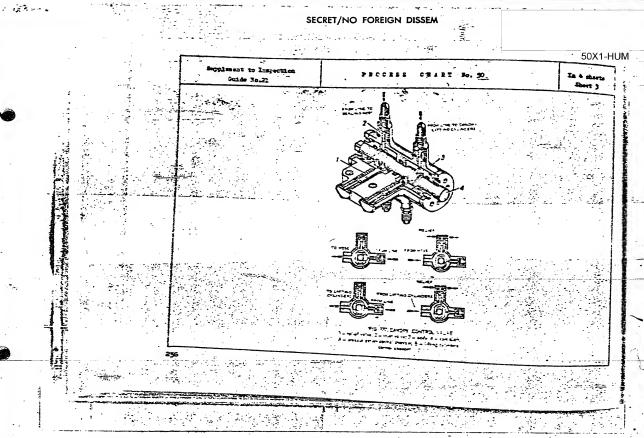
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Supplement to Importion Guide No. 21	PROCESS CEAR	2 Eo. 50	In 4 sheets Sheet 2
CLEOFT AND COCKPIE	SIRE FOR CASCRI INSIDE AND OUTSIDE	CUTTER MATTER	Sco-borns required - 0.25
Procedure	Technical requirements	Familt corre	eties.
4. Weah canopy outside and inside mirrol handle mechanism (Fig. 1377) in lean gasoline and blow it through with more and air	Organic glass may contain the following minor defects: (a) separate hairline scratches; (b) shallow acretches or accress not lumper than 30 mm scattered over wide surface of glass Foth, Then wiping glass, it is forthidden to use excellen our sills cloth that can immoss the contained of the co	It is strictly forbidden to eliminativery erace by means of energy so or by cleaning, polishing, grinding or local heating	

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Supplement to Imspection Guide So. 21	PROCESSERATE	So. 50 In a shorts
CAROPT AND COCKETES	RICE ACC CRECAL DESIDE TO CAMERS.	
Procedure	Tocknical requirements	Fault correction
5. Check surver functuating toothed el of campy suntrul lever for secur- scheart. Fo this end, remove switch- rd at left side of occlubit 6. Cest with grease canopy control lies sechemia.		
×		
Inbricating ges	Serv	Pools
hrush .	Plic	

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Supplement to Inspection Ouide Sc. 21			In 2 shorts
CLEGAL TED COCEDIA	SET INSERT OF ENERGY OF SET INSERT OF SET INSERTS OF SET INSERTS	OF LANDING GEAR NOSE FIG CAELS BURBER SEALDING	Pan-ton required - 0.
Procedure	Technical requirements	Fault corrects	
it the the cable at cockpit aide to cottom waste socied in garoline cable for mechanical ing of landing over news stret	Note, if possible, perfore opera- tions on checking cable for sechanical opening of land- ing gear nose strut inte- pendent extension lock and on theocing condition of rather bots they after electrican seat and cover of descripts flour here been re- section. If when of this such operation are included in Section Calcyy and Society		
perment extension lock. Make parti- rly incrough inspection of cable-to be connection to assiste		Replace cables	
e beneficiation near look leven- ess cable virus can be detected by long bare hand over entire cable the			

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Supplement to Inspection Oulde No. 21	PROCESS CHAR	2 50, 51 In 2 shorts Short 2
CAPUTT AND COOKETT	STRUCT CLER FOR RECEIPION CONTROL CONT	OF LANDING SALE MORE THE KINGS SALE WAS required - 0.50
Procedure	Sectorical requirements	Pault correction
3. Reserve cable scaling boot and hear it for condition. Reserve dirt f eset 4. Cost cable with this layer of press ERITER-201	factive boot by new one	
Accessories Grosso ERATRIS-201	Plies Servetriver	Pools

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Suplement to Inspection.	PROCESS CHART Box 52	In 2 sheets Sheet 1
	BETTER COMPIES OF HER DESTRUCTION FOR AND CASE AND CASE OF THE ADD CASE AND MAD THE STREET OF THE ADD CASE AND T	
Procedure	Technical requirements Fo	mit correction
l. Remove ejection seat from air-		
2. Check in pilot's cockpit thermal instilation of hot lime for cockpit pres- perisation system (Fig. 138)	thermal insulation are not allowed insulation is	er or damage to thereal discovered, it should
3. Inspect joint between cochrit pressurisation system commercing pipe and		tion appears to be
amogy air blow manifold 4. Impact cockpit air supply valve	should be securaly tightened and . the winning	i mars or replace foot-
Pig. 135), its attachment fittings and control cables. Cost cable with PATES-201 Intricant		
5. Inspect pressure regulator FI-573, temperature regulator Trust-152, ake sure that they are securely attack-	ا منظور در در این شراعت از مرح در منظور در در در این شراعت از مرح	***X
i; check pipelines for secure fastening		
Accessories	Tools	*
Inbriesting gra Greece IZATEGOO	Special wranch (72- Multi-Topose plien Screedriver	7804-1390)
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Supplement to Laspection

Suida Bo,21

PROCESS CHART No. 32

In 2 shorts

Entry 2

In 3 shorts

In 3 shorts

In 3 shorts

In 3 shorts

In 4 shorts

In 4 shorts

In 5 shorts

In

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Suplement to Importion Onide So. 22	PROCESS CHAR	. —	In 3 sheets Sheet 1	
CUECHA TAD CUCIAIA	THE STREET OF THE STREET	SAFT COSTROL ECDS	Peguired - 0.15	
Procedure	Pechnical requirements	Fault correct		
l. Imspect sealing boot for allered control red installed in cockett rear bottom portion to make sure that it is sound	Sealing boot abould be sound and without any ruptures	Sealing boot should be around and	seling boot should be sound and If any cracks or record	Aures are
2. Essays tail portion of canopy (fairing) located behind rockpit, for which purpose turn out screen and dis- connect wiring of enterms 3. Examine rubber fairleads for				
Takes may that they are secured rote; wales sure that they are secured; attached to furelage commercing pipes 6. Check control rots of stabilizer, rudder and silvers, for more than the secure of the				
are located under aumiliary flour of combyst), Check clearances between rode and couply), Check clearances between rode and couply situational clearance. Figs after clear waste control rode of eigherone, rudder and stabilizer; coat commercians with this layer of marms 20 labricant. 5. Import fairleads for control rode of engine, rudder, stabilizer and eigherms, Coat ends of rods and fairleads for cost and fairleads for rode and				



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Supplement to Impertion Quide Fo. 21	22.002.82 7.842.2	No. 53 - S Enerts Short 2
CAFOPY AND COCKPTS	AND OF COCKYPT SEALING TO	72 DOFFICE ECOS Han-hours FORE required = 0.
Precedure	Technical requirements	Fault correction
6. Import tempty spealing hose to sor and denoge to occase resistant or ag (of black colour)		If hose is not protected with one resistant conting, he sure to restore 70 this end, cover here areas with on resistant variable \$26. (70 752). If deep charling or cracks are det ed, replace hose by new conting of the protection of the propose, acrew off check not end until a cockput.
	Sealing hose is allowed to project in oursilinear rome of cochrit outsilinear rome of cochrit outsiline by not zone than 1.5 mm; in remaining grass - not zone than 1 mm; alsaling of home at any point ever its extince length should not consect 0.5 mm	2. Remove hose from chute 5. Gleen chute from old concent mai ing use of west-out solution 4. Remove oil from surface of chu and from bottom of sealing hose making use of clean unleaded gazdline



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Supplement to Inspection. Onide No. 21	PROCESS CHART	P No. 53	In 3 sheets Sheet 3
CAPTON AND COORDER	INSPECTION OF PATRICUS FOR FROM	FG ROSE	required - 0.15
Procedure	Technical requirements	Fault correcti	
		5. Apply this layer to horizontal surface or bottom of home and smit	
Acceptance			
66	Screed French	fools river , 12 x 14	

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Supplement to Inspection Onlide No. 21	PROCESS CHARS I	lo. 54	In 2 shoots Short 1	
CAROFF AND COCKETS	AND CHECKING IN YOU PROVIDE	DATE, MOUNTING CANONI COPPLING AND CLOSING	Non-hours required + 2.00	
Procedure	fectational requirements Fault correct		ction	
 Nount face blist actuated ejection seat on aircraft reversing dismanting procedure. To this end: (a) install tightening clamps on stabilizing flaps; (b) cannect lifting device cable to 				
est; (c) lift ejection seat and lower it into guide rails; (d) install inserts fastening upper closp of seat beadress to journals of ejection gun; (e) comment cable running to				
diphrage valve; (f) consect sump hook of pull cond for it-) time release mechanism to clamp a frams; (g) load ejection gus and consect blotting cables 2. Mounting canopy on aircraft is the reverse of dismentime.				
in the second of				



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	و عبد المحدود معطنات عاملاً المحدود المحدود المحدد المحدود	<u> </u>	50X1-HU
Supplement to Inspection and Suite No. 21	PAT SEED STAR	T Eo. 54	In 2 shorts Short 2
ध्यक्षे के अध्य	EXECUTE SECTION SELF OF AFRICA		Per-tours required = 2,00
Presedure	Tochuical requirements	Fault correc	tics
3. Charge air to aircraft air system through charging connection located in right-side well of landing gear axin stret wheel 4. Perform check opening and closing of osseps by operating inside and cub-side canopy control handles. Check canopy control handles.			
Accessories Hose for charging air into aircraft a Fightnaing clemp Device for chacking cockpit for tight	Plien	Tools at wreach b, 14 x 17 (2 pieces)	

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Supplement to Imspection Quide No. 21	POGESS CRAS	1 20. 95	In & sheets Sheet 1
CAPOPY AND COCKEPTS	MOTHER AD RIGHTS 27	CTIOS SEAT	Non-hours.
2roseture	Perhaical requirements	Fault correct	required - 1.30
Removal of Election Seet			
1. Open canopy	Grand and an		
2. Hele sure that all ground safety us are installed	Ground safety pine should be installed in the following points (Fig. 140):		
	(a) is beed of efection over		
الرايا بالمرائضية فشيسة لتعلقا عادات تعدمه	TO 2500-36;		
· .	(b) in canopy emergency jettients		والمنطالة والمناس
	(c) in plungers of firing mecha-	•	19 19 19 19 19 19 19 19 19 19 19 19 19 1
	siene 215 and 2150 (in two cylinders)		
	(d; in hirest supports brackets;		
	(e) in erevents of ejection seat (erevests should be closed with		
in a second	metal covers);		بالبراء ومتعمر والأمار
	(f) in roller of four-link meha-		
	miss for control of firing mechanisms		
	(g) in foot rests when in top		
	positions		a region
	(h) in firing sechmina 2352		
en			
*			* /
		• • • • • • • • • • • • • • • • • • • •	

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(d) finite restant	Fault cor	chanisms TCB-2500-36 hould be loaded and ith ejection seat on aircraft sechanism 2109 and d be loaded and sp-
Procedure J. Chical the following firing suchanisms: (a) seat ejection gun NUS-2500-38 (b) be performed by the armanent man); (b) firing mechanism 2156 or drogue churae (can cyllinders); (c) firing mechanism 2156 for insequence and separating canopy from seat (two cyllinders); (d) fire earth.	Fote, Firing nec and 215H a unloaded w installed Firing 2150 should loaded to	hanises TVE 2500-36 hould be loaded an hould be loaded and on aircraft sectanisms 210 and d be loaded and up-
(a) seat ejection gun FCS-2500-38 (to be performed by the armsent mm); (b) firing mechanism 2150 of drogue churte (core cylinders); (c) firing mechanism 2150 for discuspaging and separating canopy from loast (two cylinders); (d) firingers	Fote, Firing nec and 215H a unloaded w installed Firing 2150 should loaded to	chanisms TCM-2500-36 hould be loaded and ith ejection seat on aircraft sechanisms 210P and d be loaded and me
(to co performed by the armanent man); (b) frings mechanism 2150 of drogue chines (one cylinder); (c) frings mechanism 2150 for discouraging and separating canopy from the cylinder); (d) first measurements.	installed Firing 2150 should	on aircraft mechanism 215P and d be loaded and me
insengating and separating campy from the (two cylinders); (d) firther rests	Penoved fr	on sirereft
(c) firing sectanism 215P for		
Cylinder) selety herness (one		
4. Discomect cable of pin for irogue chute firing mechanism 215: from thaciment fitting on mirerate	rigina di serie di s	
5 Maccanact control cable from pin f tiring sechanics 708-2500-38		
and fitting		
nged supports (for canopy) from bracket cockpic floor		

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Supplement to Inspertion- Scales Se. 21	PROCESS CEAR	2 30. 55	In 8 sheets Elect 4
prior no course	RECORDED ON SELECTING EX	SCTION SEAT	Man-hours required = 1,X
Procedure	fectation) requirements	Pault serrect	
8. Remore lower black of comments of the same of thrust screw of hooks looking fournals of firing sechendam in strachment units on beas CL-5102-500 10. Source hoist (crane) on ejection sent fournals and lift seat along, becoming for ejection sent fournals and lift seat along, becoming for ejection sent for Manual used for adjusting ejection sent to plint's height. Two persons should wrich the seat coming out of occipit on both sides of occipit?	Eben removing seat, more engine control lawer forward or rearward an required		
11. Install ejection seet on special pyramid Ecuation Liection Seet on Aircraft L. Local firing mechanism 2150 for disengagement and separation of emopy from ejection seet and firing mechanism 2157 for unlocking pilot's harmon, after which insert ground select plus in plungers of firing mechanisms 2. Insert ground select plus into hales of brackets on hingel and foot			

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فيتربعه والمحارب والمراضية المراجعة المتحاج وجابة

Supplement to Inspection Omide No. 21 PROCESS CHART Bo, 55 CUROPY AND COCEPTS STRUCTURE STRUCTURE STATE STAT Procedure superts and in our rests of ejection set, Close are rests with setal covers 5, Install ejection on TME-2500-36 in sirerest attachment beam (provided species can han beam removed from alg-craft). To this ends (a) turn off screen out of ejection (b) deflect one of ettachment rods (see Dec.90-9100-173/1) and comment rod to journal; ic) deflect second elastic red side-w and connect it to journal; (d) turn survey with weathers into-pursels (install servey on size white) 4. Turn off thrust acress of lock-ing hooks in joints of ojection seat effectivent been if they have been in-rialled (see dug. CX-9102-533) 5. Lift ejection seet by means of him (or crame) and more upper rollers into meat guide profiles 6. lower seet elowly inside cockpit. Then lowering sect, make sure that side pine of foct rests have extered guides in cockpit floor and that fore grips remain opened. Use make stop to couple power supply

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Amplement to Impertion Onice No. 21	PROCESS CHARS	No. 55	In 8 sheets Sheet 6
CUICHT AND COCKETS	SERVAL THE REGISTRE FLE	TICE SEAT	Federal - 1.30
Procedure	Pechnical requirements Fault correct		rties
bunched conductor commector of electric better for adjusting seat to pilot's height. This does, lower seat urril upper journals of ejection gun bear against seat catches 7.5 Turn home thrust acress of hooks in ejection seat attachment bean journal (dwg.CL-510)-533), locking thereby journals of ejection gun 708-2500-36 in attachment joints 8. Element to special lugs in cock- plt the following elements: (a) cable from pin of drogue chute firing mechanics 255;	Then lowering seat, be careful not to damage throttle control lever, for which purpose, are throttle control lever ferrant and rearward while lowering seat		
(b) cable of time release secta- nins AL-3; (c) cable for opening cancy Minged supports (i.e. cable running free cross staff which locks hinged supports) 5. Comment lover block of common connector CM-2 with cable to riddle block of seat 10. Leaves ground safety pins from plungers of firing sechanics 2150 and			

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Supplement to Inspection	· Characteristics of the control of		
Guide Bo. 21	PROCESS CRAR	2 Bo. 57	In 8 sheets
CLUCPY AND COCKPAN	EDECTAL AND EXCEPTING BITE		Hen-Loure
Procedure	Technical requirements		required - 1,30
		Fealt corre	etica
from breckwiss of foot grip hinged suports			
11. Lord firing mechanisms		I s jiller to a c	
23-2500-36 and 2150, install ground			4
girty pine and coanect them to ground			X 4
afety pin cable of ejection sect			
Critica Drogue Chute on Ejection Seat	1		أيدره العلابهما فالعلق والمنا
l. Install container places into		_	
tape of plusger of firing nochanies		0.0	•
IC by aligning container plate boles			
critining priser caps with holes in		***	1
hepe	中心气火等等的扩展的引		18 18 18 18 18 18 18 18 18 18 18 18 18 1
2. Haring use of lock pins fasten			
upe of plunger together with container lates and harmess belt ring, having			
wicesly placed belt ring between			
ites of container at its right side	1. 水类 1. 图 - 1. 医原数电路		
). Lock pins with locking wire			The same of the
X-C.5			
4. Fronte ware with coals from			
me of container plates, otherwise			-
same: elli set release drorue chate		*	
s cese of teiling our			4.79

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Explenent to Importion Online No. 21	ZROCES CEART Bo, 55	In 8 shrets Short 8
SAROPI AND COCKETS	ERRYAL AND HOUSTING EMPORTOR SEAT	Here-icens required - 1,3
Procedure	Sechnical requirements Fault corr	
5. Parten sump heat of shroul lines cover to lag in right-cide her of heaters. For resoving tropes shuts reverse installation processors. Prior to resoving container seal it through end holes of its plates		(1) (1) (2) (3) (3) (4) (4)
Accessories		
Period for renoring seat from cody Grams	it (sable) Screediver Pliers	

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- 77		a is je gastej	
Supplement to Inspection Guide No. 21	PROC255 C+42:	2 30. 56	In 25 shorts
CAPOPY AND COCKPITY	CERCIEN OF LIBERTUS EAST DESIGN AND CARD		Sun-hours
Procedure	Technical requirements	Fault corre	required - 3.00
1). Onload firing mechanisms TCM-500-38 and 2357 (Fig.141) 2. Emove ejection seat from air- unit 3. Unload firing mechanisms 2159 at 2159 4. ifter ermanent specialist has performed check of firing mechanisms for proper striking of primer cape and has cleated mechanisms, perform check- ing of seat. Inspect and check the following example capture and proper	Firing sechanisms are to be un- located by armoment specialist LINTIF, Then accomplishing sheduled maintenance operations on ejection seet, it is forbidden to make any adjustments, since all sectionisms here been adjusted at manufacturing plant		
fertaing in oable shoes (a) cable running from seat arm rate release lawar to cross shaft of seat par; (b) cable running from plunger lever of firing mechanism 215P to pin of firing mechanism 708-2500-351; (c) cable running from shoulder leck rect via roller of firing mechanism 215P to attachment point on seat firms;	Cables should be free from brokes wires (or burns). Gables are to be checked visually and by hand- feeling then (at accessible places)	If broken wires are cable about he replace	

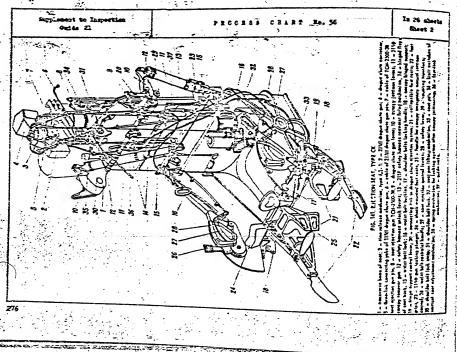
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Suplement to Inspection Oride No. 21	PROCESS CRART No. 56	la 25 storts Boot 6
CURDET AND COCKER	CERCIES OF EVENTURE SEAF TRANS AND CANADA FOR PROPER OPERATION	Bearloss required - 3.0
Procedure	Technical requirements Fault corre	etim
5. Inspect sect cables and parts for correction paying particular stren- tion on parts sade of electron and painted grees. 6. Cost with IMATES-2CL inbricant all imiged joints of sect cables and bearings of all shorts; see that they are laviably inbricated 7. Check edjuntable section of control cables for intert seeling and looking. 6. Secore cover from case of trans-		
for roller and cost it with HATTH-201 Indicate 9. Beauty jacket from ejection 9. Beauty jacket from ejection seat lifting screw for adjusting seat by pilot's bright and cost screw li- berally with FAITH-201 Inducate 10. Cost with HATTH-201 Inducate 110. Cost with HATTH-201 Inducate putter mails of seat 11. Beplace greate in housing of clactric motor My-100-48 reduction year in the following manner:		

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Supplement to Inspection	PROCESSORARY	Io. 36	in 26 shoots
CTACLE TED COCESSES	CENTRE OF PLECIFICE SHE DATES TED CIE	IN THE PRIME OFFICER	Nan-hours
Procedure	Technical requirements	Pmlt core	equired - 3,00
(a) serew off plug provided in	A STATE OF THE STA		
bittos ef electric motor reduction guar			
louing;			
(b) wesk reduction goar compertment			
the slow entities and blow off mith			
spressed sir;	Table 1 and 1 and 1 and 1 and 1		5 5 C
(c) pet fresh lubricant Harry 201	والمن المنافقة والمنافقة		
to reduction goer housing			
12. Pet lubricant LHATTE-201 into		\A_45	e e constante
duction gour housing of worm wheel of	!		
at pan lifting screw. To this end:	1		
(a) master bearing cover of werti-	Ì	2.17	41.25
d shaft which rotates seat screw;			
(b) remove bearing with seat and	Territa de la constante de la	Office and the second	The second second
ch labricant into housing.			in the second second
le-install bearing with seat and			
me it with cover	The Control of the Control		
13. Check electric wiring of seat			
ting sectanian for condition			
14. Check ejection sest controls for			
Gar charactions spect all firing			
Charles on annium and all lines			***
charities for striking primer caps	1		
	1		
	P	3.5	i
	1		

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Supplement to Inspection Scide No. 22	PROCESCEAR	7 No. 56	2a 26 shorts Short 6
CANCEL VAID COCKS-12	CERCIES OF EMECTICS STAT UNITS AND CARL	ES FOR PROPER OPERATION	required - 5.00
Procedure	Technical requirements	Pault correct	il on
Crecking Piring Rockanians AND and TOR-1500-56 for Smiling Prince Cap-			
Attach firing mechanism (ejection	Checking seat units should be		
gum) TCH-2500-35 to sest.	done with ejection seat installed on		
Load firing sechanisms TON-2500-38	Pyramid 76-9891-300		
and 215P with special cartridges which		·	
do not contenieste firing mechanisms		ener ja	•
during checking (checking procedure		-	
should be done by armament specialist).			
Connect controls to firing macha-	1	•	
ziste.		·	1
By slowly compressing release lever with protecting yoke actuate first mecha-		n dy fig. den d	s=1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -
niam 215P and then sechanism TON-2500-35			
Unload firing mechanisms NCE-2500-3	sectionery TCH-2500-38 should remain		
and 215P. Make certain primer cape have	acendary		
operated.			
Place locking plungers of firing .		Asset Some	
mechanicus to initial position		1.	
	The end from the		

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Supplement to Impostica Ouide No. 21	PROCESS CRART	\$0. 56	In 26 sheets
CANCEL VALUE COCKLAIR	MENTE OF THE PARTY WAS THE TO OWN	S FOR PROPER OPPRIENCE	required = 3.00
Procedure	Technical requirements	Tealt correct	ien .
ettes Lampse System Restraint Becke-			
g.m for Proper Punctioning			
system have been passed through			
s with burnles to comment waist belt		lastical less in	
Prost from outside handle on left-	*		
meet it regressed. Thile holding this in this position, pull out faster	B-		
table of shoulder restraint lock, far as it will go. her certain fastening cable is	In the course of locking cable		
that in pulled our position.	makes return novement by 25 - 30 mm		
locking and locking of cable in performed memority			
hil mist restraint buckles 15 in pulsys having placed maint belt			
strum textle 25 on right are rest			
erirece fareard position			
1		1	. 2

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Supplement to importing Suide So. 21	PROCESS CHAR	7 Xo. 56	In 26 sterts
CIECUT AND COMPTS	क्टब्रीक व प्रथमात सम्बन्धा प्रथम अपन	TES LOS ESCRETE CASSALLOS	Rap-tours required - 3.0
Procedure	Technical requirements	Fault correction	
Take seat and connect fastening cable of aboulder harmers lock 50 to soft connecting strap of parachute har- mers. Pass leg straps of parachute harmers			
tarcogh maist restraint buckles and secure thus in cantral lack. Eaks saist belt restraint system operate by nowing its handle on right are rest fore and aft.	*	park, Taggian a 1975 Mainte	
sechanisms, To this end, lear forward, will out fully fastering cable of about- or look and then lean bert against seat each. In this case spring of firing sechanism 1157 should retreat fastering able into shoulder look and secure it			
a this position. Unlock shoulder belt system by pul- ing handle 27 on left-cide om rest at by leaning forward pull shoulder ack cable as far as 11 will go			

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Supplement to Inspection
Guide No. 21

Procedure

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Applement to Impection Scale he, 21	PROCESS CRART FG 56	In 20 sicota Shoot 10
CASCEL INC DOCKETS	CHEATER OF REPORTED CHAT CHIEF AND CASINE FOR PROVER OPERATION	Rep-house required = 3.00
Procedure	Technical requirements Fault corre	etica
Checking Firston Sections 2154		
l. load firing archanism 2150 with		
special explosive charge (to be perior		
of by armenent specialist)		
2. Set time release mechanism 43-3		
(Esf.2), for shich purposes		والمراج والمراج
(a) disconnet cable of 15-3 months		
him from cross shaft lever by reaco-		
ing axle:		
(b) cock time release mechanism by		
pulling out fully time release recha-		
nim cable by means of ring with hook	The expression of expression in the larger than the	
(sugglied with time release mechanism)		
(c) inset-flexible pin into time		1-3-1
release mechanism Al-5 and lock it;		
(4) connect cable to lever of error about		
(a) lock spring intensifier for spening harmess restraint locks	→ 1 (2) (報告) (1) 至 (3) (2) (2) (2) (2) (3) (3) (4) (4) (4) (4) (4) (4) (4) (4) (4) (4	
5. Recove flexible pin which will		
cause time release machanism to operate		-5
and turn cross small that controlls		
through rods locking plunger levers of		

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CTRALE TED COCENER	टाल्याक व्य स्थापन स्था मान का ध्या	E 12 PEZE GELETO	hab-hours spriret - 3,00
Frecedure	Tochnical requirements	Pault ourrection	
or schemics 2150; as a result, a recently a recentles will operate. Check as intensifier for proper engagement 4. Third firing mechanisms and settler prime cape have operated 5, tock locking plumper of firing arims 2350 6. Tock the release mechanism Al-juck pin etc. thick thread 7, turn creas shaft controlling in sectionism into firitial position 8, Fisce locking plumpers to their			
tial positions ordine Typica for Bernarda Creation of instraint locks and Foot Gride but spring intensifier. It operating handle on right-olds out actuate what belt restraint for locking acress out of firing union 1150, out of attachment class firing rectanism 2150, out of role opining 2151 archanism class after opining 2151 archanism class after			
			265

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Supplement to Impection Onids So, 21	PROCESS CRART For 56	In 26 sheets Sheet 12
CTRCAL THE COURTS	CERTIFIC OF SUPCINE SAIT UNITS AND CARLES FOR PROPER OPPRATION	required = 3,0
Procedure	Technical requirements Fault correct	tion
which bend off looking plate of rods of		
firing mechanism 2152 clum.		
Purt feet into foot grips and lock them.		
Pit special extension pieces on		V. *
Coursels of cross bear in order to turn		
Caroly jettiace levers.		
Through the use of extension pieces	المناسرة الماد معدد المعدد الماد المعدد المستحد المتعدد المعدد المعدد المعدد المعدد المعدد المعدد المعدد المعدد	الكالعة الألا
turn gradually campy jettis:n levers 12	ifter waist belt locks have orened, levers should be free to	·
matil they come in touch with learn to	travel IC my more	
on cross shaft under hear; keep to the	Taries It as more	
levers further and make cortain than		
attachment class of firing sectanion of	, !	
the opened and that foot grits 22 name	The Miles Andrews of the second second of the second	
opened first or similteneously (to		
release foot), then shoulder belt		
lock 31 and only then waist belt locks.		19 44
Ber whole system to initial position		
and sock shoulder belt lock, maint here		*
locks, and foot grip locks		

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Applement to Inspection Ouide No. 21	PROCESS CRAES	Eo. 56 La 26 shorts hart 13
CASCET AND COCKEP19	CHANGE OF ENERGY SHEET THE SAID CARD	E FOR PROPER CYMATICS required - 3.00
Procedure	fechnical requirements	Fault correction
Cortine Singlier Belt Lock		
Riscomect rod commerting lawer of rest start with lever on upper cross on provides with journals. For this stress resure lock pix used for ettack		
mer of rod to lever 12. Insert harmons cable (atrap) 30 interes in a soulder belt lock and more it mids lock as far as it will go. [81] 31 abould rotate in this case.		The state of the s
Exing access through tole in lock \(\tilde{\tau}\), press peel tongue with server drive \(\tilde{\tau}\) into strey loop, while \(\tilde{\tau}\) into strey loop, while \(\tilde{\tau}\) into strey loop, while \(\tilde{\tau}\) in to SEED (3AUPHTO) per \(\tilde{\tau}\).	lch si-	
Co. "Tills-bolding-paul with roller in "is position by moune of acrosdriver, has planger inside look	Pull harmons strap to sale sure that lock in closed	If lock fails to get closed, reper cooking procedure
Point Waist Relt Locks		
fur letters with rockers running to for grips so as to bring stope into Grussent with reshets		

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Supplement to Inspection	PROCESS CHAR	Zo.56	In 26 shorts Short la
CARCET AND DOCKETTS	CENTRE OF FINALIS 2ND ONLY ND CAR.	AS FOR PROFES OFFERENCES	Men-bours progedired = 3.00
Procedure	facinical requirements	Fault corre	ctites
from erose shaft of boar up by			• •
its levers until right-side lever (es			
viewed from aircraft rear) of vertical		2	- 5
shaft touches with its lower slot rod			
nin connecting levers of waist belt	-		
locks. In this case rod running to co			•
rol shaft for maint belt locks will	1	▶ 地名2000 カナマリ語	
trevel to left and through leverage	the state of the s	3	
system will turn foot grip control sh	-1	1	
levers and bring then to foot grip			
levers and aring them to root gray			
Put ends of waist belt restraint		1	
cables into locks.	·		
Close belt restraint locks.			
Ecro red connecting levers of wai			
belt locks to left (as viewed from at		A Paragraphy (1)	
eraft rear) so that lugs on lock love			可以 化二氯
stick close grips prevent saist belt		ਿਕਾਰਿਕਾ ਹਿਲੀ ਪੁਰਤਾ	সাংগ্রহণীয়
lock grips from coming out.		▲ 교육 중위 원인 (학)	
Pull waist restraint calles to ma			
		**************************************	-
sure that they are locked.	*		
furn been cross shaft by lifting			
end levers so that right-side end of	placed so that their bolt heads and	1	1 to 1
alot in lever of lower vertical shaft	these on certical reckers of foot errin	4	
	coincide		1 1

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2 × 2 Supplement to Importion Guide-80. 21 --PROCES CRAME 80. 56 In 26 sheets Edect 15 CLEOPT AND COCKPIT CERTIFY OF PROFILE STG. MILE WED CHEEK ICE LEGALS CANNELLY Transies1 requirements matter plm of rod commercial levers of mist belt locks. -.. : ... As a result, control rocker of foot gips will be locked through areten of Enotine Operation of Conver Ripret Separate and Paterations Effort Persient for Their Folding l. Hate sure that safety pins are intalled in hinged supports 2 for abser "setting serve out of 2 for sheet wating nerve on a con-chesic sector of control sheft for callegable supports.

3, kenve ground safety pine from and support in turn having taken neces-Presentiance Researce
Then turning histod supports MCV presentions
4. After taking accessary processcontrol shaft be sure that mobody is present close to supports. find tom costrol shaft Supports abould get opesed (get ured through 90°) and looked by 5. Turn shear screw out of steps did lock giving spring pin in slot of Sport, strike step with rods of 10-on Conter, Cleck in this namer sech epring pins . tribert.

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Surplement to Inspection Onlide Fo. 21	2200368 01#3:	Bo. 56	Ebest 16
CAPTER AND COMPTE	SECURIO CE EMICICIO SALO UTILIS AND CARI	ES POR PROPER OPERATION	Hen-bours required - 3.00
Procedure .	Technical requirements	Pault correct	ien
the strike spring pine and lock them with stope by turning in anear screws 7. Comment francounter to each supports in turn and measure initial efforts required to fold supports. Comment francounter to arm of supports, then do into a support in preasing pin sith rod inserted through hole on too	Spring finger sterild extend Effort for folding supports should be at least 16 kg		
of bracket, after which bring rod back from hole 8. Fold hinged supports using re- verse procedure and install ground safety pins			
1. Discourset thinble of chute hroad lines from swivel of locking	Checking and folding of drogses chute should be sade in accordance with relevant Instructions ***EXPLIPTION: It is forbidden to take off with drogue chute countries as sentence will fail to release drogue chute at ejection		

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Appleant to Inspecting In 25 absets Sheet 17 21140 Fo. 21 4.7 CANCEL AND COLUMN CHROTING OF PREDICTOR SEAT DRIVE WID CURIES FOR MODES OFFICIAL Technical requirements tions of occupations 5. Smove plates of container from ere of locking plunger of firing mecha-in 215% and resors drogue choice, Instal into of drogue choice in the reverse of Debtie Sefety belt Locks for Proper Stante from Dergency Earlie l. Bearve roller cover and mark posi-tim of roller in slot. Mark recess which intensifier locked and unlocked. accommistes like of cable running to far-link reel in order to place log of locking plungers of firing mechanisms 2150 should operate. wis in the same recess should it become womany to disconnect this cable 411 locks and feet grips abould pas & irrance personnel parachute with lichs of shoulder and waist belt restre-3. Occupy seat, put on harmess, firm control lock of harmess, operate finiter and waist belt restraint socha-≅:m am close foot grips

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Outdo Ho. 21	- 77		Sheet 18
CLEDE AND CONSPIRE.	CERCULAR OF EMBOLICA SEVE CRIES TED CYES	US FOR PROFER OPERATION	Men-house required = 3.00
Precedure	Tochnical requirements	Pauls correct	dec
4. Pull slowly handle 25 located on front side of seat pen. Return shale system to initial posi- tion, for which purpose proceed as follows:	After waist belt locks have open- ed handgri; abould be free to travel for at least 6 mm before discornec- tion		
(a) pass handle cable with lng through commenting pipe of relier body; (b) bring recess for cable lng in roller to order of cable from roller body;	Earnile with cable should remain in hand		
(c) insert ing of table running from bandle into recess in roller; (d) secure cover on roller body; (e) disconnect role from release.			
levers of fixing mechanisms 2150; (2) retain errors shaft which controls fixing mechanisms 2150; having lowered that levers;	Rotation of cross short should cause turning of relies comported to short, while handle cable should re-		
(6) now up levers of cross shaft as high as free travel of vertical shaft lever penalts; (b) check control lever of four-link thece for proper looking	turn to initial position		
and the hander rocking			ų.

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Supplement to Inspection

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Supplement to Inspection Guide No. 21	PROCESS CRAST	Bo. 56	In 26 stories Shoot 20
CAROLL TO COCRETE	CERCIPIC OF EVENTURE STAT STATES AND CARDS	S FOR PROPER OPERATION	required - 1.0
Presedure	Technical requirements	Pault corr	
(h) turn safety screen into lock of split yoks and install new locking plates; (i) look shackles on pins of lowers; (j) turn safety screen into firing sechanisms 2156			
Cacitar Enjosite Curre of Finds Acthorics NID for Proces Creening 1. Local firing sectioning NID site special dumy cartridge provided with priser caps 2. Commet cable to pix of firing sectioning locking planear			
3. Pall briskly pin out of locking planear, which will result in operation of firing sectaming 4. Valond firing mechanism and make sure that primer caps here been struck 5. Cock and reinstall locking			
planer of firing sections and recommer	-	*1	

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Suplement to leapertion In 25 stort __ Short 21 Guide 20. 21 CHARGE OF PROCESS SEC FIRST TO CHES ICS MANY CANTELON CANADA AND COMPANY Installing and Checking Condition of Special Sefety Screen Elst Lock Separate Daits for checking was the fellowing (a) check screw of split yoke lock eld be turned right home. firing mentantem 2157; (b) there acres of firing men locking plates (one at each mide of locs) should fit closely to plate rods, and tabs of plates signid be (c) that acres of bean drop o bent on rods. immer located on cross beam with BARCE, jurnale; (d) check screw of pin fastening locking plates of yoks for extendent of firing mecha-(a) their serve of pin rational distinct on firing sechanics 2150; (a) their serve of cross shaft which currols can-pp hinged supports; (f) their serve of firing methonion 2150 should be used only once, Therefore, it is not aligned to bend tabe of lock Em 2150; ing plates twice. (g) check locking device of cross that which opens madety harmone locks; (h) there locking device of firing Thes performing schedul or since other maintenance operations which require be ing of place tabs, replace places with new ones tentents 215P drive;
(i) their locking plate of rods mich open joke of firing mechanism 2150

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Supplement to Importion Ouide So. 21	PROCESS CRAFT So. 55	In 25 shorts			
CARGET AND COCKETS					
Procedure	Technical requirements Isalt corr	required - 5.			
Checking Steeting Seet Price and Cancer for Joint Operation (seast removal) 1. Open cancer and unload Siring mechanisms THE 2500-38 and 2551 2. Install ground safety pine in firing mechanisms THE 2500-38 and 2557 and 2559 and	This himl of check should be made in the following cases: (a) when replacing sent or canopy: (b) after resoring or replacing areour plates: (c) when repairing cockylt or making any notifications that may affect operation of seat mechanisms of prevent seat from coming out of cockylt. Removal of spection seat from cockylt should be made only when cockylt is fully nitted with standard squipment. To avoid demaging engine control lever curing removal of spection seat nows engine control lever fore and at				

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**************************************	SECRE	T/NO FOREIGN DIS	SEM
Sopplement to Inspection Guide So, 21	2201111 (1432	Ja. 56	In 26 phorts Sport 23
	CHECKING OF PRECIOUS WINE OFFICE WIN	& 102 People Cypathon	Man-hours required = 3.00
Proceduse	Fechnical requirements	Fault corre	rtics 10 miles
frm left sector of control shaft for gird supports and from stope locking gring plas on supports for the cancey frost gris locks 8. Lestall seet on aircraft 9. Lower seet pan into extress here position 10. Close canopy and check clearunc hover journal and lower surface of look of cancy rear grip lock. Do not presurize cockpit 11. Pass bress from ground installs tim through connecting pipe for cock-	the lover surface of canony lock hook should be at least 2 mm (greater size is not limited)		
pit air conditioning and commert them	should be not over 0,2 ms. Right-side and left-side	7 3 A.F.	
Dem one of inspectors should somy ejection seat and take hold of friendle actuating cylinder control wire. 12. Install two succlinary holts is: 13. Install two succlinary holts is: 14. Install two succlinary holts is: 15. Install two succlinary holts is: 16. Install two succlinary holts is: 17. Install two succlinary holts is: 18. Install two succlinary holts is:	a		227

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Suplement to Inspection Suide So. 21	PROCESS CREE	T 30. 56	La co abecta Sheet 24
CTRUEL TED COOLLES	CESCUS OF PRESIDENT SET PRES NO CO	CAS NO PROFES OFFICERS	Maria
Precedure	Technical requirements		Lebelles - 3-0
to book of cross or	- Injuries	Pault corre	rtica
to book of creme and apply 150-200 kg effort preliminarily on canopy as reed by dynamoster	*		
13. Prime showly sent until its frumels care into nests for canony			
have operated cortain that cancer lock		in the second of	ente
14. Continue raising sect and make sure that:			
(a) jin of firing mechanism 2150 has been pulled out properly: (b) as soon as surface of canony	The pin should be pulled out of fining zechnian 2155 after seen		•
Carrylak Dane! Comer level of carry-	travels approximately 10-50 ms Falf-opened supports slide along campy-carrying pinel, then they open completely after		;
supports start turning and supports	completely after passing panel and		y.
15. Check operation of common con- menter CPL-2 and rate sure that tighten- ing of cable are	and distribution		
block of all-s and outline of lower			
in anti-v suit cose			
come errs of sort Guides react middle			1

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*7			£.
Surplement to Inspection Geride No. 21	PROCESS CHART	Sa. 56	la 26 aborts Sheet 25
CLIFORT AND COCKEPTS	क्रिक्ट ज प्रस्ताव हार जात का वस	de for proper departure	Non-hours required = 5.00
Procedure	Technical requirements	Fault corre	etica
If, lower seat and start removing in axis from position when seet pan is is represent position 15. Emore seet and install it invites with cancyl on gyramid; check cannot between stops in two-arm form of synchion seat and levers on our grip locks of cancyl 19. Open namually front and rear	After replacing canopy or seat, check clearance between insert of frust lock and side of seat support. Clearance should be at least 3 mm		
in locks at crange and separate canny for ejection seat; place canny; lock write and seet lock grates to initial sition. 2. Turn safety across into front if rear grip locks and place abserting its property of the delay section in front lock the delay sectionism.	Turn into front grip lock safety screw 25-0605-915 made of unterial Al-1. Turn into rear grip lock safety screw 25-0605-801 made of auterial Al-1.		

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Surplement to Inspection Suide No. 22	PROCESS CRAI	2 Ro. 56	In 26 morts Short 26
CASCRI AND COMPRE	CHECKERS ON RESOLUTE AND CHECKER AND CHECKER	BLES FOR PROFER OPERATION	Man-hours required - 3.
Procedure	Technical requirements	PAULT CORRE	
	Install screws on sine white (prepared on natural drying oil)		
Accements I evice for renoving canopy by crans Device for checking ejection seat Device for renoving ejection seat by		Tools	
2		ar and a second	

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sofflerent to Inspection PROCESS CHART No. 97 In 2 storts Elect 1 CUSCPY AND COCKPITS CECCINE COCCUTATION STREET Ma bours returne - 25 Procedure Technical requirements 1. Place valve of pressure requ-lator APS-57B to GFF (BUKERWEED) post-2. Close caskpit air supply valve 3. Connectaboses of ground device K5-78/50-060 to cockpit pipe unions lected in landing geer ness stret wall
4. Connect ground air bottle to grand devices 5. Close capopy and pressurise cockpit from outside. 6. Open valves of ground air bottle Cocipit pressure rise retio should not exceed 0.1 kg/cm² during and device and watch readings of in certice and watch readings of ITL-20 instrument 7. Ruild up pressure in cockpit as the size-15 ms Hg, attent which stop the size-15 ms Hg, attent which stop the supply to cockpit by closing values of ground all bottle and ground device I min. In case cockpit air leaks through EFL-578 regulator with valve in GFF (SNUMMEN) position, plug outlet pipe of regulator EFL-578. If air leakage encods 10 kg/hr, it is necessary to trace place of leak- leasure time during which cock-ple pressure drops from 250 to 210 m Hg.
 refers this operation 2 or 3 times For coloulating cockpit press drop time refer to Chart So.1 77-224-76-1. Cockpit is considered tight if air lesiage is not over 10 kg/hr

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Surplement to Inspection	PROCESS	CEART So. 57	In 2 shorts Short 2
CARTERY AND COCKPTS	CERCUIE COMP	ii ya iicsiiissa	Fen-tours required = 25
Procedure	Technical requires	enta Peult c	correction
9. Depressurise cockrit and open cancer by operating outside arm 10. Set valve of regularm \$2,573 to CO (EULUED) position and look with size UN-0.8		the belp of scapy	ssing sound) or with water. rods and cables are
11. Misconnect hose of ground device from cockpit pipe unloss plac and seal- pipe unloss			
en jaron eta	-		
Accessories		Tools	
Device for measuring execut of concept fround bottle with compressed air	Frenchistica French	h for cockpit pressurization sy	stem pipe uniem

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	97		Sec. 22.
Supplement to Implection Swide No.21	PROCESSORA		In 3 shorts Best 2
CLEAPT AND COCKPIE -	PRINCIPLE PRINTE OF AN - 6 PROJUCT CON PRINTED AND CONCERN PER	TROUBE, CIRIETIE	Han-hours required = 0,30
Procedure	Technical requirements	Perelt onza	ection
L Serve off cover and resore filter of pressure controller AL-5. Cless filter with sort hair brush and girl filtering element for dundition	Clear filter exceptly so as not to damage filtering element. Check to see that no heirs remain on filtering element. Town paper inside correspond and is over ribe, deep dants on paper, expandes of individual acrrecations in screen of a see an abrichage of other corregations, twisting and sharp heads of corregations are set allowed	If filtering elem the above indicated de	
2. Princial over 2. Princial over 3. Cannot hose of a lit, bottle prefet with pressure gauge (instead of pressure soit) to hose of MILA unit-C sait (on upper block of OFF-IR 1980a tennector) 4. Close sockpit air supply wire £it. Testing is allowed with cockpit air supply valve cockpit air supply valve cockpit air supply valve cockpit air supply valve cockpit air supply talve cockpit air supply cockpit air supply cockpit air supply cockpit air supply cockpit cockpit air supply cockpit cockpit cockpit air supply cockpit cockpi			

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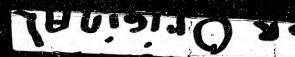
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Supplement to Despection	720023	S CRART Po. 58	In 3 sheets
SATOPE AND COCKPET	PERCYING PILED OF A3-5 PRES FILITED AND CHECK		Rep-hours required - 0.30
Procedure	Technical requirement	ts Pault corre	ction
5. Install special device with weight on head of AN-5 pressure controller 6. Start engine and accelerate it to 65 % normal rating 7. To Ping device create required			*
effort on betton of pressure controller AL-5 and read pressure value off pressure controller AL-5.	Detrot pressure should be as f Effort, P, on but- lon of AL-5 controller, gr controller, kg/cm²	not be obtained by additional controller AL-5, replace	sting pressure
8. After adjusting or replacing pressure controller AI-5 check system	351 17-33 w; to 16-255 m; to 17-55 17-55 325-355 m; to 25-355 m; to 25	0 0,27 0 0,48 0 0,62 In case of leakage	
304	controller 41-5	connection or replace a	psket

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Processories

Accessories

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Syplement to Impaction Swife To. 21	PROCESS ORARE (No. 54	In 1 sheet Sheet 1
CAROLI DE COCEPIT			required - 6-X
2rossdare	Technical requirements	Pault verrent	ilen
1. Wach with olem gasoline joint between oable and EF-7 valve control between oable and EF-7 valve control lever on strengt countrol stick? 2. Theole condition and attachment of flamible caning and countrol eable of FF-7 valve for wear and hourse. To find scarrie, hand-feel oable over its entire learning, hand-feel oable over its entire learning hand-feel oable over its entire learning these stantion to its charp bends, so places where cable protundes from Clarible casing, and to its lng	cable. Flexible casing and EV-7 and EV-6 valves should be securely attach-	Replace cable if 1 wires or is chafed	t has broken
rail and their control rod for thinkers; what then in gasoline and low off with compressed air A. Labricets U-7 valve control shie with oil MI-6 (wasformer eil); shirtonte cable-to-control lever joint, muscotions between cable and bell tank and U-6 valve centrol rod			
Accersories		Tools	

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Procedure 2. Open cover of turbo-cooler batch	T	CCIL IS TERRO-COCI	za zenaujes	Sep-hours required = 0.25
). Open cover of turbo-cooler hatch	Technics	1 2001		
		A CALINITARIAN	Pault correction	yr - Sheriyan B
minicaler right side between frames, this and En.18) 7. Perror locking wire free plags the picose) of turbo-cooler (Fig.187) 3. Some off one old filler plag conted at right upper side) of cho-coler bearings and fill [5-125-4 old into hole 4. Selate manually turbo-cooler of		of rotor indicates	If fan of turbo- with difficulty or fai all, replace turbo-co-	ils to rotate at
5. Strew in plug and look it is wire INT-0.8		eg steledit		
Accesories			Tools	
			Soreedriver Pliers Brench, la x 16	

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Sanitized Copy Approved for Release 2011/02/18 : CIA-RDP82-00038R001700180001-5 SECRET/NO FOREIGN DISSEM 50X1-HUM In 1 short : Sect I warst to isspection G:164 30.27 - --Man-hours 😞 - ब्रोहरूक १४० मटाम्बाय ल भार स्थापन स्थापिक THE PARTY SALLED Technical requirements PT COES BY L Block note of strainer pipe cim istrainer in installed in cm (strainer is installed in bridge rell for right-side wheel of ar locking sear strain. I. Fidding strainer body turns off cm mis, release strainer attachment in and reserve the strainers. Plug interested pluss or tie them with prol. minuscable strainer

4. tear the filtering element of
realer (markers) in olean gusoline peneral of corrector should be made by cleaning parts with grinding of the with compressed mir 5, tash all metal parts of strainer Remove corrector off parts ands by cleaning parts at an observable parkets performe all damaged rubber parkets mitten and attrainer body. Replace individual parts of strainer or shole specifies and blow then with compres-Thes sounting strainer see that was are directed slong sirrlow 7. Assemble and reinstall filter strainer Accessories SECRET/NO FOREIGN DISSEM

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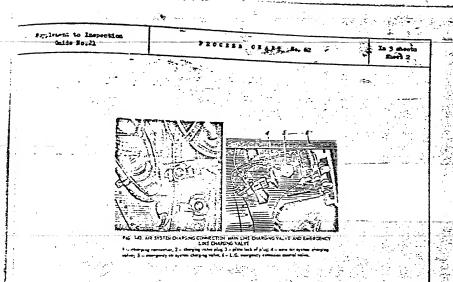
Serilement to Impection		EALT Bo. 62	In 3 mbeets Sheet 1
AD AND METERS STEERING	CENCIES TE SISTEM POLITICS LOS SECURIOS	ATTACRETET AND BOTH	Hen-hours required = 1.0
Procedure	Technical requirements		
1. Babe external inspection of all bothles; make sure that they have propents assumed as the property of the property of the property and the	tightness observe the following		

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Sepplement to Inspection Cuids Bo. Il	PROCESS CEA	In 3 shorts Short 3	
ATE AND IN-ICING STRIKES	CERCIPO ATE STSTEE ACTUAS POR SECURI	Hen_soms	
?recectore	Sechnical requirements	Pault corre	etica
	(c) air pressure drop is section between esergency air bottles and valves is not allowed in the sourse of two hours. This check should be perferred with pressure gauge 28-150 of energency air system		
		Tools	
Ground air bottle		French Screwäriver Fliers	

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	10		
caide So. 21	2200131624	<u> 70.60 } </u>	In 2 shorts Short I
ATE ANY DESIGNA STREET	CENTRE IN-THE STREET IN STREET	DE STOROT PERSONS	Ham-hours required - 0.20
Procedure	Technical requirements	Fault sorre	tion
in their de-loing system for much, to this end, disconnect with the non-return valve from the first particular than the first particular than the first particular than the raing lavar of valve Mi-88. I hence the manifold and elemn its the with soft wire 0.5 mm in dissect fights. I have sear in nonlying and switch with ICINI. CANCET DE-ICIN. SUPPORT THE (COMPCL. NECTED SOURCE, MICH.) DE-ICINE CANCET THE COMP. TH	theck system for tightness with 3 kg/cm ² operating air preserve. So etr lasks through pipeline connections are allowed		
in any preliminarily that ground of sure is convected to aircraft). In streak trainer is located on status side upper control. In freez CAROPY DE-IONE (SPOTANCOSI. These CAROPY DE-IONE (SPOTANCOSI. THE butter on left side of instrucest the test also but epraying from suris and that then quickly release butten to deplace alcohol tank with the left through filler mock located		If opening is an intermittent, clean to more aute and report s	les in menifold

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(Anisia O see 9

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Sanitized Copy Approved for Release 2011/02/18 : CIA-RDP82-00038R001700180001-5 SECRET/NO FOREIGN DISSEM 50X1-HUM - E CERES CHART, Po. 63 CERTAINS IN-10 DE SYSTEM POF STRATES ALCOHOL TRECTOR required - 0,20 SECRET/NO FOREIGN DISSEM

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Supplement to Inspection Saids No.23	2 20. 64	In 3 sheets Sheet 1	
	EMOTAL, INSTRUCTION AND PASSING OF OIL C	an man	Fen-hours required = 1,00
Procedure	Technical requirements	Fault correction	
1. Lift up access panel at fuselage starboard side sarked "ENLIE AED ENAILE SIGHE ACCESSORIAS" (AIVERADE PLANEERS EMPOCACIONAL 2. Resove strap from breather commercians; resove connections (Pig. 125) 3. Eaks external improcion of sil filter sover and housing for defects	fill filter cover handle bur should be looked with 1 mm dia. mafety wire. Surfaces of oil filter cover and oil unit housing should be clean	deformation is detecte	rveloped on strap
4. Unlock and turn off mut with hardle bar by turning it counter-clock-	Bandle har is not to bind, when rotated		
vise 5. recove filter jamediately stop filter with rather play 631-131 6. Fit play E637-517 into oil unit busing instead of oil filter cover 7. recove rabber sealing ring from ther groove and inspect it for condi- the filtering unit 6. Impect filtering unit	Fother scaling ring should be elastic and free of bites, contrac- tion, swelling or deformation Filtering unit should be clean; no metal chips or any other formely, natter is allowed or gamee discs	defective (part 0253	hips are detected it representative or repair organiza

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		Sheet 2	
ERSONAL, INCOME AND MANERS OF	F OIL UNIT PILTER	Wen-hours required - 1.0	
Sechnical requirements	Sechnical requirements Fault correction		
Damage to filtering unit game is not allowed	Replace filtering damage is detected on	unit, if any	
Do not blow filtering unit with compressed air. Then drying filtering unit.			
take care to see that so dust, dirt, or any other foreign matter gets on filtering unit surface			
ritering unit sust be clean		e State to the	
Esting of rubber swaling ring or its projection from boder filter cover flarge is not allowed	detected, remove cover ;	and improve rab-	
Surfaces of oil filter cover and housing should be clean Thre should prevent oil filter cover hardle bar from working loose	Perlace ring, if m	cessary Surfaces with	
	Technical requirements Technical requirements Description of filtering unit game is not allowed Do not him filtering unit game is not allowed The drying filtering unit, take care to see that no dust, dirt, or any other foreign matter gets on filtering unit surface Filtering unit surface Filtering unit surface filtering unit and projection from moder filter cover flarge is not allowed Entire of oil filter cover and housing should be c'eau	Dange to filtering unit game is not allowed Do not blow filtering unit with compressed air. Then drying filtering unit, take care to see that no dust, dirt, or any other foreign matter gets on filtering unit surface filtering unit surface riltering unit surface filtering unit surface filtering in the surface filtering unit gets for any other foreign and filtering unit gets for any other foreign and filtering filterin	

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POVER PLANT.	ELECAL, DESIGNATION AND TAX	HE O'CD THE FILES	Estimus Fequired - 1,00
7700eCure	fechnical requirements	Penit cor	rection
17. betall cornections and			
11. Check oil unit for tightness.	Bo leakage is allowed	Peplace seal, 1	f leakage is
starting engine	1	detected	
19. Those somess panel "ENGINE	The state of the s		
HERICIE SYSTEM ACCESSIBLES and	3.	1	
to etc stres		2 A. C. Seeding	
	9. 1	100 1	
	LOGIC .		?
FIG. TES ENGINE SPEATH	reconstrate E. 🛬	1	1
I - Breamer charact to artist of sector		THE PERSON NAMED IN	
		1512	
and the second of the second o			
	4 74 8 E		
		Pools	
ADCessCTiss		Screeniver	
Commainer for small-size parts	,	trenches BE27-07-9E11, 2 ple	ces
Comminer for small-size parts both for gasoline Tray			CES.
Commainer for small-size parts beth for gasoline Freg term 531-139		trenches BE27-07-9E11, 2 ple	ces
Container for small-size parts Next for gasoline Trag small 591-139 Clean gasoline 5-70 Natural wire, Cla. 1-262 State St. Usan grants cloth		trenches BE27-07-9E11, 2 ple	CES
Container for small-size parts bent for gasoline from 031-138 Chain gatuline 5-70 Naming wire, cla. 1-202 State St		trenches BE27-07-9E11, 2 ple	* */
Committee for small-size parts Min for gasoline Tray Seria 531-133 Committee 5-70 Naming wire, claim 1-262 State St. Claim graine cloth		trenches BE27-07-9E11, 2 ple	317
Container for small-size parts Next for gasoline Trag small 591-139 Clean gasoline 5-70 Natural wire, Cla. 1-262 State St. Usan grants cloth		trenches BE27-07-9E11, 2 ple	* */

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Supplement to Imprection Guide Bo.21	PROCESSOR	In 2 cheets Sheet 1		
PORTS FLAST	ENSPICE OF ENGINE	COFFECIA	Han-hours required - 0.3	
Procedure	Technical requirements	Zault correct	otion	
1. Lift wy access pasel CONTROLS, ENGINE ACCESSORIS (TERRIPES, AFFIRITE EXTERNES) and reserve access panel effectuate usins (NECOLTECTE) 2. Seak links and inspect them for condition, including attachment points 3. Shift engine control lever throughout entiry range from COT-CFF (CTU) stop to FULL INTERPERI (BLEMÉ EXCEL) stop, to see that control lever acress smoothly and that there is no play, where links and engine control bell cranks are connected 4. Cost link and bell crank joints with MATEN-221 Intricant	and their attachment points abould be free of chafing, cracks, deformedian, cortacts with other components, or other defects. Ents of coupling bolts, pusp levers, and EFF (control panel should be properly locked Impine abould be easily controlled. In binding is allowed throughout engine control lever traval	Eliminate defects	oplace them	

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Spriescat to Inspection Guide 20.21	720023	C 3 (3 2 2 10. 65	In 2 shorts
POWER PLANT	22572C7 10	CP PECIES ECPTROLS	Han-hours
Precedure	facinisal royal reserts		
. Ascessories		fools	
Bath for gusoline Bruth for waiting Clean seasing Clean seasing to be for Annia of the formation Clean waste cloth Lapection less kirror cs-7804-55 Less files	-22] lubricant	Screedriver Pliers C31-226	

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m. 66				In 4 sheets Sheet 1

Supplement to Improving	EOCESS CF4	вд . во 66	In 4 sheets Sheet 1
*	CHECKING EMIRE COMBOL LIVER FOR PROTOS PROTING CONTROL LIVER POSITIONS FOR TRA POSITIONS OF MP-213 EFIGURING AND FOR COTTROL FANTL LIVE	TER AGESEKER: WITH	Kan-hours required - 0.25
Procedure	fecimical requirements Fault corre		long :
1. Check to see that positions of engine control lever is cockpit at main ratings (Fig.146) agree with positions of EP-240 regulating fuel pusp and EFF-16 centrol panel levers on engines (Fig.147), for which purpose: (a) set engine centrol lever at	Engine control lever should be		
cm-cry (CTE) stop:	locked in this position. Clearance Science CUT-CPF stop and engine control lever should ascent to 1.5-2 m. Ing of regulating fuel pump secule tightly fit to pump CUT- CPF adjusting source stop.	#	
(b) set engine control lever at IMLEC LATING (MARY PLS) stop;	Zero motch on DIT-18 control panel dial should line up with notch on control panel body Sotch on lug of EF-219 regulat- ing feel your should be between notches limiting IDLIN BATHW sector on purp dial (first and third notches as from UF-DF stop). Pigures 11-15° on DFF-12 control panel dial should coincide with notch on punel body	Adjust ergine com If necessary, adju- locking elements and st	et positions of

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mest to Inspection PROCESS CRIET No. 66 Calde \$0.21 ~~ CENTRE BERN CONTOUR DE PROPERTION DE LE CORTE CONTOUR DE PROPERTION DE LE CORTE DE PROPERTIES DE LE CORTE DE PROPERTIES DE LE CORTE DE PROPERTIES DE LE CORTE DE L POWER PLANT Technical requirements Pault correction of ort engine control lever in ingine scattrol lever should be locked in this position, gial of EP-216 regulating fuel pump should M: (EMELD rating position; ert at fifth metal South provided on lug of EF-213 vergulating first pusp should set behind with setch on pusp dial-(f) set engine control lever at === (ME:MI) stop: sixth artch on purp dial.

Sigures 67-68 on EPF-48 neutrol
panel dial should line up with motch يونيون سواحوات provided on panel body Then pulled back, engine control (t) set excine control lever in THE PERSONAL PROPERTY OF CASE ever should come up against RINING AUGUSTIC stop, if retainer is pouch on lug of EF-218 regulating fuel year should set behind se-worth notch on purp dist. Figures 72-73 on EFF2-10 contro panel dial should line up with motch provided on panel body Parine control lever should be ") set engine control lever at locked in this position. Clearance CONTROL (DCENSE SCROW) stop between Pull PORRETTO STOP and engine control lever should be equal to 1.5-2 mm

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Colin Bo. 21

PROTES FARTY COMPONE LINEAR FOR MOTHE AT ALL STORY
CONTRINE CONTROL LINEAR FOR MOTHER AT ALL STORY
PROTESTOR OF ER-28 ALL STORY FOR LINEAR FOR SPECIAL PROCESS.

Procedure

Technical requirements

Fitch on IN-216 regulating feel past and all contraction

Fitch on IN-216 regulating feel past and ALCOPTIVE TODAY (COLUMN IN-216 Feel Past)

Rotte on push dail. Clearance letters IN-216 Feel Past and ALCOPTIVE TODAY (COLUMN IN-216 Feel Past)

should be at least 2 mm. INTR-18

control past 1 ever should sightly
fit to PULL ACCESTED Story, whereas figure 212 on INTR-18 control past dial size 115 mm prith notch provided on pasc) body

Accessories

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**		± 30. 67	In 3 sheets Short 1
Duplement to Danction Cate Bool	CENTRE CYPECTICS OF JET MOTILS PLAFS (redrived - 5
Procedure	Technical requirements	Pault sorreat	los
J. Compect Ground lower arbits	Wolfage is sirereft mains should not be below 25_2 T		ing and the second
2. Term on following switches and circuit breakers: MASTE SWITCH (FLANKE BETTERFEE) APPLIESEES		85656	002
(PCLETA), PROCESSIE (CONTRACE) (this seitch should be set in I position) 3. Switch off afterburner blooking		#-#-	
system BOO by turning screw E on afterburner control unit EA9-134			
in BLOCKIES (FF (EDGRACESA EDARGESA) positios (Fig.149) a. Compect ground hydraulic asi:	pressure in hydraulic system	FIG. 145. AFTERBURNER CON- (Acres shows acres "15" which a system show the office of records	
(at fuselage starboard side)	should be within 710_10 kg/cm ² Kote. During hydraulic system operation, take care to see that there is no leak- see in hydraulic cylinders	system can when the clie is not	herinani)
5. Fore engine control lever from	pict in hydraulic system picing joints - It should take \$21.5 csc. to	If flaps shift!	ng time fails to
- RANIEW to FULL AUGUSTED step and chec time within which flaps shift from FAXIEST to FULL AUGUSTED position	nortrol lever at a rate of 1.5 to	adjustment of synchr nacipulating respect (rig.149)	entains valves by
	2 sec. Check flaps shifting by	(116-113)	•

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e.

Cride Boa21 In 3 sheets CPECTIFIC OFFENTION OF INT. PORTER PLANS CONTROL SISTEM POFES PLANT required - 2 fechnical requirements Pault correction £, your angine control lever from Plane should shift from mainter Increase in expecity of synchronizing valve flow restrictor I will cause THE AUXILITY STOP to HAXINUE Stop and to FULL AUXZEFTED position eithin 5.5 = 1.5 sec. that time required for flaps to shift reduction of time required for rods to shift to MILIEUZ position, and vice times respective positions To determine flaps shifting tim operate shutters at least three times Increase in capacity of synchronic ing valve flow restrictor II will reduc-tive required for rods to shirt to AMENTED position, and vice versa. Bying finally adjusted rod shirting time, select muriliary valve flow restrictor III in accordance with graph (Fig. 150). If becassary, sdjust actuating red travel by manipulating screws of synchronising valves springs, after loosening coupling mus. Sureing screw in will increase rate of rod severant Check all three actuating rods ried out as follows: with actuating rods sowing to MITINE position, sensure distance between shanks of two other rods and hydraulto sylinder stope, as soon as one of the rods comes up against stop. Distance saccured should not exceed 7 mm for opening flags. Turning screw B-in will increase rate of rod travel for closing flaps 7. Set screw Z on E49-132 afterwest control unit in LOCKING OF

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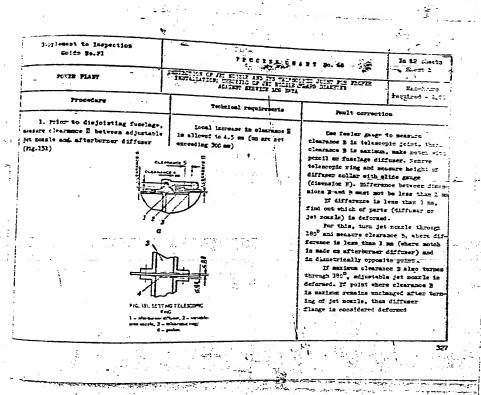
Serients to Inspection	75 C 285 CH 48 20.	67	In 3 aberts Sheet_3
Ren Flat	CERCIA OFFICIA OF AN ALIZA FAIR	CONTROL SISTER	Hen-bours required - 2
Trenedure.	Sechnical requirements	Pault correc	tien
STOKEPOSKA MERCERA) position		610-4-ch	
5. Turn off following switches and		********	1111
irealt breakers; MISTE STITE, AFTE-			
WHERE set switch PROMISSING is initial		00	
ocitics			المحمد ال
9. Discomment ground power supply	8	00	100
Surce from aircraft mains			31 153
10. Misconnect ground hydraulic	· • • • • • • • • • • • • • • • • • • •		81-1780
eit			
Il. Sipe areas stained with AFT-10	Cil stains should be renoved	20 //	229
41	with cloth scaled in gasoline 5-70		
	5. S.	×	
			10a - 258
	FIG. 150 GRUPH FOR SELECTING CAPACITY OF ADDITIONAL VALVE	20	
	FLOW RESTRICTOR		
		100 .500 Dec 53.00	0 1500 1780 07cm²/m
Accessories		700ls	
1. 1 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.			
CLARTE SOARL SOARL SCREEG	screeds	iver .	
Trey			
Sascline E-70			
Clear oloth			
Flow restrictors		11.6	
Ground hydraelie unit			

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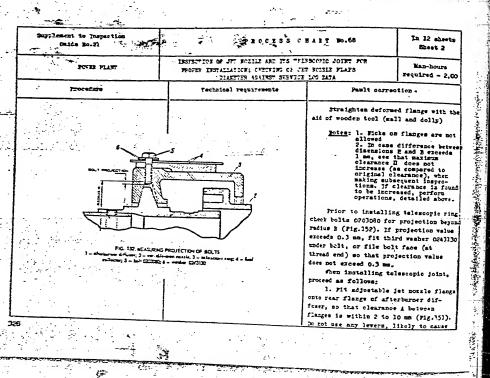


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Supplement to Immpaction Suide Bo.71 Mode institutes consider of the source total for POPER PLANT DIVALLES TOTALES RESALIES TOR DIST Procedure fechnical requirements Pault correction Bearwrenests by feeler gauge in four points along circumference. Difference in clearances must not exceed 1 mm ir clearmores must not erreed 1 ms

2. Pit telescopic ring in place

3. See that telescopic ring is
installed properly by inspecting is
installed properly by inspecting it
thoroughly no sircumference

4. Pit in bolts securing telescopic
ring joint; install gashet without
shield and tighten up must. Check clearzers (see Fig. 151) between ring face and
maket; which should amount to 0.8 ms
(at each side). If clearance exceeds
0.6 ms, replace telescopic ring by new
one 5. Remove telescopic ring compliage bolts and reinstall them along with shield; tighten up bolts and lock them 2. Bring sounting trolley under Adjustable jet nozzle and secure nozzle = trolley perrow (front) grows of telescopic ring should accommodate 3. take external imagestion of telescopic ring to see that it is im-stalled properly diffuser rear flange, whereas wide

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Supplement to Impacting and Society Society	PROCESS CE,4	In 12 shoets Sheet 8 Fan-nows required - 2.00	
FOUR START	DESCRIPTION OF THE MILES AND INSTITUTE OF STREET, THE		
Procedure	Technical requirements	realt correction	
A. Check free travel of signstable jet nossle in telescopic joint Carry out check on jointed aircraft 5. ifter jointing aircraft RESERTE size I inside afterburner, in eight points (Hg.253), with tail pipe in artrens rear position	(rear) groots must receive adjust- shie jet nousle flange	differ by more than 5: 2 mm, adjust afterburn the mid of rollers. Af	Me or less than er position with ter adjustment, B and clearances
6. Refer to Service Log to set proper jet mossle flap diameter values at the following ratings: (a) full supersed; (b) minimum supersed; (c) meximum rating	Parisms Size P should amount to about 22 sm	in tail core jointing ; be within values indio measure size I once any If size I erceeds telescopic joint clamp stallation	ated in Fig.15t; ain 22 mm, check



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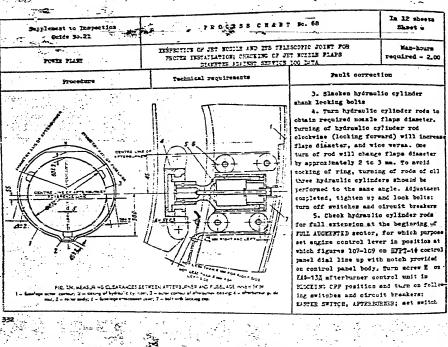
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perplanent to Inspection guide No.21	7200257561	11 M. 68	At 12 stoots Speet 5
Herr Flast	Provide invalidations converted and his converted conver	730 200000 00.00	Non-hours
Procedure	Pechnical requirements	Pacit correc	tion
T. Des device So.5560/46 (contained in set for 20 sireraft), to determine all diameter value of jet mosale fine and cospare obtained results with Service log data.		If actual diameter value diff from that indicated in Service log by more than J m., adjust jet rous flaps diameter to specified walkey persistable error in not to smood 22 mm. Adjustment Tof jet mouths of meter should be started from FTLL ADDESPED rating since changing of flaps diameter at FTLL ADDESPED rating at FERNIFA MOMERIAD rating	
		Adjustment of jet Placeter at FULL AVI 1. Set engine of FULL AUGUSTED stop; switches and circuit DUTICE, APPINENES; SING in It position. ing agrates B00 by to Lib-Lil afterburger MACKIN OFF positiof.	COURT SALINE COURT SALINE COURT SALINE COURT SALINE COURT SALINE



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jujiceest to Dispersion guide Bo.21	PROCES		Is 42 shorts Short 7
POPER PLAY?	DESCRIPTION OF STREET, AND ITS THE		Kan-bours
Procedure	Technical requirements	Pault corr	required - 2.0
		FIGURESIE IN I position control lever set in the hydraulic cylinder rode against sechanical stop (a) In case actuat up against sechanical stop (a) In case actuat up against sechanical stop control lever is set in turn scree 10 on rheosystics to adjust actuating they come up against sechanical set above position (b) Should actuating the mights control lever in above position, turn INLEGISCI PERACELETS OF THE FULLS (ARMAGING EMPRODO COLLA). Extending rode should not charried in turned on. If extension of actuating after seitch has been sever not set against sectum serve 10 on rheosystem clockvise to adjust full.	e. With engine is position, should come up ing rode come up ing rode come up this position, at P-I clock-grows the control of

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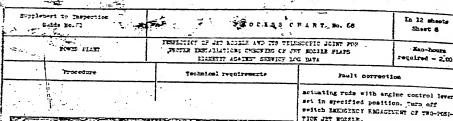
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FIOR JET BOZZER. After checking and adjusting full

extension of actuating rods, turn seres
10 counter-clockwise through 3 to 4 and check to see that netwating rocs resain stationary while engine control Perer is noved within FULL ACCEPTED

Addu-thent of Plans District et Kingwim Augustin Reting

at MINION AUDISTIC Pating

1. Set switch BY to K position, to an expect on MAD-13A afterburner control unit in BIOCING OFF position, and term on following switches and circuit breakers: KASTER LATICE, APPLICATION.

Set engine control lever at ENSIRE MINION TO Adjust flaps diameter to required value by turning adjustment screw of transmitter AP-3A (Fig. 155). Turning of acrew clockwise will cause increase in jet morale flaps diameter.

increase in let nozzle flaps diame.er

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	<u> </u>		•
Supplement to Inspection Onlide So. 21	770C388 C	471 so. 69	In 12 spects
POPES PLATE	Delice in the extensive the ing	Han-bours required - 2,00	
Procedure	Technical requirements	Pault correction	•
		He, he sure to critical rods sion, as detai	displacement of the exceed 2 on to the exceed 2 on to this discession B licated in Certiff Salah (and the exceed 2 on the exceed and extrement of a performed in surve of transmissition B; on rheestat P-1 ps diameter useting shutter the aid or sores check hydraulio four full extended in Point 5 with subsequent eadintment of

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Supplement to Impection Suite So.21	17.7	E A R T Bo. 68	In 12 sheets Sheet 10
POWER PLANT	PROFES INSTALLATION; CENTRED ITS PROFES INSTALLATION; CENTRED INSTALLATION; CENTRED INSTALLATION OF THE PROFESSION OF TH	OF JET MOZZLE PLADS	Man-hours required - 2.
Procedure	Technical requirements	Pault correc	tios
	PRINCIPAL ACAINST STORY OF MODILE PLAPS PRINCIPAL ACAINST STORY OF LOG DATA Prochical requirements Pault correct	LYAPE LY	



Sanitized Copy Approved for Release 2011/02/18 : CIA-RDP82-00038R001700180001-5 SECRET/NO FOREIGN DISSEM 50X1-HUM - -312 siplement to Inspection quide So.21 DESIGN OF HE STORE AND HE TRESCOPE AND FOR PARTY FAIRS DESIGNED STORE STORE FAIRS OF ANY MANUAL FAIRS DESIGNED SECTION OF POSTE PLANT Proceture Section 1 Tequirements Do the case with engines furnished with non-adjustable jet numries, adjust flaps dissiver as follows:

(a) at AUGUSTED rating - in accordance with points 2, 3, 4 of Section I: (a) at AUGUSTIN Testing - In accordance with Points 2, 3, 4 of Section 1;

(b) at MAINER rating - in accordance with Section III

Baving completed adjustment of These disactor; fit in pressure games for checking F2 and Paj run engine at MAINER rating and check instrument indications; pressure F2 before than 0.00 kg/cm² whereas exhaust gas temper ture sust not exceed temperature value obtained at the beginning of engine operation by nove than 20°C. Should pressure F2 be in excees of specified value, resident flaps disactor. SECRET/NO FOREIGN DISSEM 200

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Supplement to ImpactSub the Sulface Su	4 - 3 - 7	-	H A B 7 Bo. 68	In 12 theers Short 12
KAIS LINE	INSPECTION OF JET MIDIES AND JET BY INCOME. FOR FROME INSTALLATION CONTINUE OF JET MIDIES PLAYS DIAGRAPH AGAINST SERVICE LOC LATE.		required - 2,00	
Procedure	Technical requirements		Pault correction	
			*	
		N. Committee		
	The state of the s	== *		· #
		5 E		
Accessories			Tools	
Device for measuring ff (No.6360/At, contained cruft) Weather 0243130 Pressure gauge with dir of 0.00 kg/cmf Compressed air cylinder Efficabile unit			recler games set Ex-19/1 bill billy rile slide gauge	

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willerest to Temperation taile No.2'. POSTE PLANT INVICTION OF THEIR ATTACHMENT PAIRS Procedure fectateal requirements Pault correction 1. Lift up socret papels ININ-PERSONAL PROPERTY OF THE PARTY DUN ACCISSORIES on fuselage every heads must be free of cracks or any other defects bushets and bolt heads for condition on bolt head, replace respective immed access port INCISE ATTICHEST
3. Despect ergine-to-airfrase at-Bo cracks, dents, or any other defects are allowed on links, Bolt Replace link; when proceeding so, take care to see that length of newly installed link is equal to length of minert links for condition muts must be locked.

Doe wreach to check muts for link replaced. fighten link locking mits and appl marks with red paint to link, locking proper tightening Check marks applied with red paint to locking rat, tip, and link suat be strictly aligned W. lubricate link articulated joint (vaigas gainelprison)

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POUR PLAN	IMPROPION OF REC	IN ATTACEMENT UNITS	Ean-hours required = 0.2
Procedure	Technical requirements	Pault correc	tion
		متنف ، سويمت	
iccessories		Tools .	,
Feint brush Hitto-masel, red Labricant, Pirra- Clear wate cloth Deposition lasp Hirror Co-7806-55 Lens, IA	Serv Serv	rdriver (for cross slits) rdriver	

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fuplement to inspection duids 80.21 PROCESS CRIEF 10. 79 In 17 Steets POSES PLAT? BEATMER OF BUILD Tecmical requirements 4. Indica Girmanillas from to dissentling engine, perform mural processing of engine in accord-me with recommended procedure harve engine in the following 1. Clase Suel abot-off valve 2. Besore tall cons 3. Reare hydraulic control wait fro Prior to detecting pipelines opreting under presents, man sure then distable jes mosale, for skich purpose (a) detach hydraulic pipelines from is no pressure in system. pirmlic control unit; detech feed-back laca mening off papeline mets, meditor plug connector;
(b) unlock and remove six pine hold make use of another wrench, to swoid ing lines 3 to adjustable jet mostle mine (Pig.156); (0) remove links 3 from lags and tamule hydraulic control unit (three culture complete with cooling shrould, unter control ring 10, and load carry-living 4 complete with six links 5) 4 Hejoint fuselage tell section in 5. bring trolley under adjustable M music MI

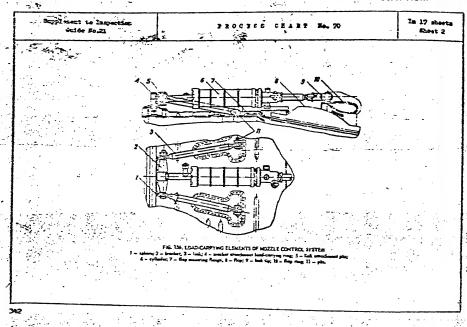
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Fernlement to Inspection Guide Eo.21 POTES PLANT In 17 sheets BY COME OF BEING Precedure Kan-bour t. hance telescopic ring and detach Pechnical requirements regulared - 48.0 e, heave telescopic ring and detach ministe free afterburner diffuser, my set mostle in two layers of paraffin are as bind with twins 7. Fit lifting device belts under After reasoning adjustable for Fault correction South, install symmetric current mai no met heries prior to this process external services of flaps and trainle fet morale, bring it up and pass into snipping case after preparing hydraulic control mais Carrier littings 3. Secure adjustable jet mozzle Secure adjustable jet mozzle to opports in two planes: (a) first attennent some is sented by from: flames of attractable presented by from flance of activitable jet movice, shows coller engages help-ring of case support and in secured by descarbable half-ring with the aid of the history half-ring with the aid. by constanting historing with the mid of two hinged bolizs; (b) second some comprises alides for securing of attorburner, which hold afterturner on two feelinged pine of case support

Care is held to bettee by fore

Prior to disconnecting pipelin operating under pressure, sake sure there is no pressure in system

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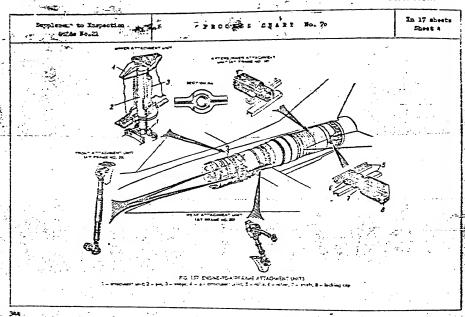
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I. Macconnect all sireraft pipolines the free engine, as instructed in

Toute list (Appendix 1)

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paids Ro.23	PE	00282 02.23	Eo. 70	***	Za 27 s	
Potra PLARY		A. Takk		. **	Seet	
PALE FLAD		BRACIEST OF BESTS		• '	required -	
Procedure	-	requirements	Žen)	lt correct	Lon.	
	spontal alsoop !	g mits, make use of o prevent externing		~··		
M. Bring trolley under engine	or pipelines and	leasening of				
2. Discondest engine attachment	To provide 1	or reinstallation of			1.5	
23 (Fig.157) from Airfress Strock-	tagine without a	whetquent levelling.				
m mits, for which purposes	do mor charge le	nett of side attach-			، ده و بعيداد	
(a) reares superstructure cover on	Ber - mit 11-te.	then dispertitive -				
n, wer frem \$0.25, extract bolt	engine from sire	reft.				
cing maire apper attachment unit pin	1	1				
facility attachment unit; malock and]	. 1				
enet pie:	;	Į.				
(h) secure empire to trolleys	1			Y		
(e) milor and discounses from al-	i					
that with on frame No.28 two links						
brackerts to intl sew his rate	1 - State 1		- 1			
ring for miditional attachment of			L		-	
ilitatinect links located on						
n le.25		uray engine, take care				- 1 T
U. fore away engine		cooled oil cooler				
benessay of bloods emigra in the		io.35 sith die clear-	•			
M welley in front some before		nyer clearences are				
erime tollers leave strotett		Unejvie Memerane				
fusinge guide rails	components shi to	r'se for too and	-	*		
	belor)			-1		- 34

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Supplement to Inspection	PROCESS CRARE	Eo. 70	In 17 sheets Sheet 6	
POER KARI	EXPLACEMENT OF MICHES		Man-hours required - 48.00	
Procedure	Technical requirements Fault correction		00	
	Take away engine with the care to avoid brushing of engine accessories against fuestage structure size components or against engine mount; if breessary, change engine position by manipulating troiley adjustment			
14. Senare the following accessories and units from empine: (a) two hydraulic pumps EE-34; (b) two teniconous generators EE-1; (c) thermo-couple set f27-11f;	elezents		- , .	
(d) oil pressure transatter IDI-87; (e) TW connections with gauss, for all discharge from milosiding chapters; (f) oil system centrifuge connection (reinstall after mounting engine into (reinstall)				
(g) connection for air supply into cockpit; (h) fuel system pressurisation pips with non-verum valve;				
(1) commercian with drain cock for fuel supply into booster pump; (4) fuel system vent pipes; (k) ring on engine inlet flange	Then hoisting and installing angine, take care to avoid danaging	*		

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Sanitized Copy Approved for Release 2011/02/18 : CIA-RDP82-00038R001700180001-5 SECRET/NO FOREIGN DISSEM 50X1-HUM inplement to Inspection In 17 sterte Eheet 7 ENIZOR O MID KID FUE Procedere factorical requirements required - 48.00 engine pipelines and accessories by Femile correction 15. Fit special blanking covers and mp into all pipelines, air intake into ail pipelines, air intake into air pipelines, air intake into air and exchant decis in larging intake and exchant decis is slightly case support an intrake case support approximation for an intrake in accordance with the fart Eo.71

15. Secure angine to support lifting device cables Engine attachment is accomplished to two planest (a) at aircraft load-carrying ... attachment load-carping, attachment fitting (compressor rear housing) - to two mide breaters; (b) at frost flarge of tribine first size notale assembly casing-to breakers arranged in centre part of entries 15. Secure peckage containing apere For reliable attachment of ongines to case support, see that support tolts, coupling it to case bottom are securely tightened, and that pins Chet tools hit to case support supporting engine are locked

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Supplement to Inspection Outin No.21	PROCESS CRIES	Eq. 70	In 17 sheets Sheet 8
SOUR PLANS	explanation de digital		Han-hours required - 48.00
Procedure	Technical requirements	Fault correcti	
20. Pat case cover over support, f in place face wall of case, secure the sizh bolts to support and apply seals to abipping case	Cover is held to case by four molte		
E. Barico Testallation		•	
1. Unpack engine in the following order:		en de	
(a) remove four bolts helding cover to bottom; (b) detach and remove cover wall; make cover off case bottom;			
(c) take out spare parts set and irrestructarried tools kit. Check to set that soals are intact; (d) resove cover from engine; (e) secure litting device to bolts			
d brackets; (f) release attachment fittings braine engine to case support; (g) hoist enrine and place to me			
rolley, fitting bolts and brackets in	Them hoisting and neurting engine on trolley, take care to see that engine pipelines and wires are not damaged; see that lifting device		
•	cables to not touch engine components or units. It will be resentered, that		į

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		· · · · · · · · · · · · · · · ·	
Supplement to Inspection Guide So.21	PROCESSES	Bo? 70	In 1? sheets theet 9
POWER PLANT	ENAMED OF HOME		Man-Loure required - 48.00
Presedure	Pachnical requirements	Fault correction	r
	centre of gravity is located at a distance of 165 mm from rear housing joint (towards adjustable jet mossle)		
2. Unpagk adjustable jet nossle as	The state of the state of		1.0
follows:			
(a) remove jet mozzle hydrenlie con-	The services of the services		
trol units		-	
(b) release strachment fittings as-	1	•	
curing edjustable jet nozzle to care		1	
supporti	1		
(a) being lifting arm belts under			
jot mossie casing, hoist jet mossle and			
place it om trolley; 3. Deprocess external surfaces of		or company	
engine in accordance with Process			المراجعة المراجعة
chart Ho.71			
4. Habs external inspection of engine		-	
directing particular attention to the			
following points:			
(a) attachment of engine units and	All units should be securely		i de la companya di
nssemblies;	fastened and locked		
(b) attachment of angine fuel, oil,	Pipelines must be reliably secured		
and air lines	and locked. Clearences between pipe-		
	lines should smount to not less		
	than 3 mm. Ehere rigid joints are		

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Procedure Procedure Technical requirements Fault correction Fault corrector Fault c	Sepplement to Inspection legislating	Process cales	Da. 760	In 17 sheets Enset 10
(c) attachment and condition of east than 1 as (d) prevence of plags in unions for limits serving for taking measurements (a) prevence of plags in unions for limits serving for taking measurements (b) plags. Unions for connection of engine instruments; (e) presence of seals on adjustable elements (e) presence of seals on adjustable elements Beauve accessory plags from engine and fift engine with union and assemblies engine operation to oil to a fitted a fertered on engine, draw up statement to the effect and hand it over to kennfacturar Resoul of accessory plags from engine units and assemblies of present Process Chart S. Cheer to see whether engine comparing property property property for engine installing units or pipellines connected Engine comparines should be cleaved of curt, cirt, traces of oil or fuel and foreign objects cleaning that it was to be equal to not less than 1 as a first on ground account of engine instruments and assemblies and adventure and assemblies and assemblies engine units and assemblies and accessory plags from engine units and assemblies and accessory plags from engine units and assemblies and accessory plags from engine units and assemblies of the plags of the p	POCE HAVE	BANCONZO CA MORE		Yen-hours
(c) attachment and condition of less than 1 am (d) presence of plags in unions for measuring instruments; (d) presence of plags in unions for measuring instruments; (e) presence of seals or adjustable enjoy operation stool be fitted with plags. Unions for contection of engine instruments taking resurements during engine operation stool be fitted with an easony plugs contex with red point seasony plugs of the engine operation stool be fitted with an easony plugs of the engine operation stool be fitted with an easony plugs from engine, draw up statement to the effect and hand if over to therefacturer. Removal of accessory plugs from engine units and assemblies engine units and assemblies engine units and assemblies compartment has been properly prepared for pupiling installing units or pipelines connected So, Cheen to assembler angine conceptual takes been properly prepared for engine installing units or pipelines connected So, Cheen to assemble and condition	Procedure	Technical requirements	Fault correction	a
(c) attachment and condition of engine electric wires; (d) presence of plags in unions for measuring instruments; (e) presence of seals or adjustable elements Description of seals or adjustable on elements Description of seals or adjustable elements Description of seals or adjustable on elements Description of seals or description of seals or present Process Chart Description of seals or description or description or description of seals or description or description or description of seals or description or descriptio		etc.), clearence must be equal to mot	, , , , ,	9, 44, 2
and the kept clean Finium serving for taking measure— Beauty instruments; (c) presence of seels on adjustable cleaming Resorved any of accessory pluss from engine and fit engine with units and assemblies referred to in item 1c, Secution 4 of present Process Chart 5. Cheer to see wanter engine comparison installing units or prepared installation 6. Cheer intake dust surfaces for cleanings and condition and of the comparity prepared for some installation 6. Cheer intake dust surfaces for cleaning installation 6. Cheer intake dust surfaces for		Blectric wires abould be securely		
securing instruments; because of seals on adjustable engine operation should be fitted with plage. Daines for connection of engine instruments taking necessary plage from engine operation should be fitted with ancessory plage translation on engine the statement of seals on adjustable shown as the season of seaso		anould be kept clean	· · · · · · · · · · · · · · · · · · ·	
(e) presence of seeks on adjustable elements Escate agreement to the effect and hand it over to kranfacturer Resure soccessory plups from engine end fit engine with units and assemblies referred to in ites 14, Section A of present Process Chart 5. Cheer to see whether engine con- partment has been properly prepared for engine installation 6. Cheer intake dust surfaces for clearlineas and condition		ments on ground should be fitted with		
(e) presence of seals on adjustable elements Should any defects to detected on engine, draw up statement to the effect and hand it over to the formatterer. Passwe accessory plugs from engine and fit engine with units and assemblies about he perfected to in item 14, Section A of present Process Chart 5. Cheer to see whether engine compartment has been properly propared for regine installation 5. Cheer invalue dust surfaces for clearly depresent and condition Should any defects to detective on engine on the effect and in five terms of the effect and the five terms of the effect of the effect and the effect and the effect and hand if over to the effect and the effect and hand if over to the effect and hand if o		engine operation should be fitted with		
Searce soccessory plugs from engine and fit engine with units and assemblies referred to in Item 16, Section 4 of present Frocess Chart 5. Cheer to saw manufar engine con- partment has been properly propared for regine installation 6. Cheer invalse dust surfaces for cleanlineas and condition		Should any defects to detected		epin on the
and fit engine with units and assemblies engine units and assemblies should be referred to in item 14, Section A of done just before installing units or pipelines connected Signe conjument should be classed in force installation of Girt, Cirt, traces of oil or field and force objects classified as and condition		feet and hand it over to Ermifacturer		
precent Process Chart Discover to see whether engine con- partment has been properly prepared for regine installation G. Obert intake dust surfaces for cleanlineas and condition	and fit engine with units and assemblies	engine units and ascenblies should be		Till the second
partment has been properly prepared for cleaned of Gurt, Cirt, traces of cleaned and foreign objects 5. Observinguage dust surfaces for cleaned interest objects cleaned of Gurt, Cirt, traces of cilcum, Circ,	Proces Cart	pipelines connected		4.
6. Coent intele dunt surfaces for clearliness and condition	partment has been properly propared for	cleaned of dust, dirt, traces of	•	
1 1	6. Commer intake dunt surfaces for	only or fuel and foreign objects		
order of timesting led with mitrogen. Prior to compecting	7. Install engine in the reverse	Crypen supply system must be min-		

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Supplement to Inspection			÷
Geide No.21	PROCESS CRARE	30. 70	In 17 sheets
POREM PLAST	ENACED OF EGER		Zeet 11
Procedure	Technical requirements	Fault correct	20culred - 48.00
5. Bring adjustable jet massle moun ed on tralley to engine fastered in fusions of the country of the country of the country of a faterburner dirfuser, so that clearment is (see Fig.18) in attendument diffuser fluore-to-edges table jet mossle flange joint abould be within 2 to 10 mm. 10. Install easy-detachable telearopic coupling ring holding adjustable jet mossle to diffuser, for which purposes (a) fit telescopic ring outo joint;	pollers abould be turned out as indi- cated on access putel. Fine measuring clearance, do not supply any levers, which are likely to cause deformation either to after- brane diffuser flarge or to adjust- able jet nouse flarge. Measurement should be carried out with the aid of feeler games applied in four points spaced around circum- ference. Difference is measurements meet not exceed 1 mm		



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Supplement to importion fails So.21	PROCESS CHART	36. 70	In 17 sheets Sheet 12
ROD PAR	ESPLACEMENT OF ENGINE		Man-hours
c. Procedure	Technical requirements	Fault correcti	ne.
(b) check to see that telescopic ring has been installed properly;	hand effort	If clearance arounts than 0.8 ts, replace tel	to more
(e) fit in bolts securing telescopic ring joint, install gasket without screen and tighten up muts; (d) remove bolts; reinstall them along	ance of 0.8 mm is allowed between ring face and gasket (at both mides,	her one	
Ill. Street; tignten and lock bolden Ill. Street installing telescopic ring, chack axial displacement of adjustable for maxie in telescopic joint (with freelars new section (des)	Arial displacement of adjustable jet mossle must not be less than 6 mm (with regard to clearence "5", (sao		
At. Commer anyon supply pipeline to magine nun-return valve 13. Perform joining of aircraft as add don in Process Chart 50.38. After completing aircraft joining, measure learners "P between adjustable jet reals and afterturner diffuser to Process and afterturner diffuser to Process Theorem Th	Should it be necessary to check engine and afternumer operation, it is allowed to check engine fitted with adjustable jet notate on ground, provided jet notate is secured to truss. From to sterring flusting procedure, fill direct fit main and starting first trust.		
(a) correct Ground poses supply source	limin processing compound from		ļ



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Supplement to Inspection).
Guide No.21	PROCESS GRAIT	Bo. 76 🙀	In 17 stoots Short 13
POWER PLANT	EMICHON OF ENDIN		Kan-hours required - 48.00
Procedure	Technical requirements	Pault correc	i
to sircraft mains;	fuel pipelines through fuel drain		
(b) remove screw cap from air re	maior on mais 557c		
mion on unit 3870 and connect air	Man I		<u>.</u>
there device \$5-835;			
(a) open fuel abst-off valve and	Discontinus flushing procedure as	7	
start booster puspes	Book so stress of fuel floring from		e let i selle ladi
	hose does not contain air bubbles, but		
	only after 8 to 10 lit. of fuel has		5
	been drained	1.	
(d) after completing flushing, a	witch		* * * · ·
If booster pumps and reinstall scre		1	
for replacing rubber scaling rings			
(e) use the same procedure for i		in missing persons .	5 - A. F. 1971 1
of regulating fuel pump EP-210 by o			
ecting device EE-555 to relief value			- The same
Pipeline Supplying Starting Po	el to		
Starting Electro-Magnetic Tal		1	
(a) set switch AIRCRAFT GENCED S			
ATTEST (APROVACTOR FOR TOPOSO APPOSE			
in OS (ANDERSON) continue	1	1 360	
(b) set switch PROCESSING (MISCH	P*1-		
E) (EF) in E position;	· · · · ·		
(c) turn on switch STARTING UNIT		1	
LINEAN SALUCKA) (ANC-25):	_	1	35

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Supplement to Inspection Outle No.22	PROCESS CRART	¥3. 70	In 17 sheets Sheet It
PORTE PLANT	EXPLANTAGE OF EXCIPE		Man-bours
Procedure	Pechnical requirements	Pault correct	<u> </u>
(d) time on switch STARTES IS ATP	Oxygen out-off walve should be		102
(e) discontinue country	closed		٠ ـ .
soon as stress of starting fuel (issuing from mirrurate train valve) contains no more air bubbles;	e e		· .
(2) after finebing water	····	- A-1	
ure in initial position:			
(g) rub areas splanted with fuel by		:	
(e) connect ground dyfraulic unit;			
(b) switch off interlocking systems 13 and 500 system by turning scree I on	ere s		
afterburner control unit Ria-132 in SLOCKING OFF position:	5 25		
(D) took on switch approximately			- 1
S times from Billy at a star of the			
Thile doing so shows	•		
minate true and aligned ring will in	Miselignment of flaps ring mist of exceed 7 m. Any difference in		
	Pirenic cylinder rod projection is	•	j



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Supplement to Importion Cuide So.21	PROCESS USART	Jo. 70	In 17 storts Sheet 15
KORIZ PLAT:	REPLECTABLE OF INCHES		Em-hours required = 48.00
Prosedure	Technical requirements	Pault correct	1 2
(e) check time period required for cylinder rode to smift from one position to another in compliance with Process Chart Mo.67	Ring misalignment should be check- ed as follows: rs ston as one of rods seth against stop (sith rods sowing to MATRICE position), measure distance between sharms of two other rods and atops of respective cytinders. Felloss obtained will indicate degree of mis- alignment.		
(f) set all switches and circuit reakers in initial position after flush- ng of pipelines is completed 15. Deprocess internal surfaces of		*	
ngine in compliance with Process cart Bo.71 16. Check operation of adjustable jet castle hydraulic control system as castructed in Process Chart Mo.57			
17. Set time lag value on afterbursor nutrol unit E40-132, with regard to fuel of adjustable jet mosale flage in con- tiance with data presented in engine revice Log 16. Check main flame igniter oxygen			
trly system, proceeding as follows:			

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Surrement to Inspection	PROCESSORA	2 20. 70	In 17 sheets Sheet 16
POWER PLANT	BEPLACENSE: OF ESCIE		Ren-hours required - 48.0
Procedure	Technical requirements	Pault corre	ction
(a) fill alreraft cryges bettle with gaseous commercial nitrogen; (b) fit in pressure gauge calibrated from 0 to 10 kg/cs², for measuring cryger pressure downstream of non-return talte;	via charging union until pressure is brought to 150 kg/cm ² (using felt filter)	egg Men og en	1, 3
(c) make sure ground power supply source is commented to alternat mains; (d) Open ourgen supply bottle shint- nif value; (e) turn on MISTAR SPIROR, as soil as switch STARING TRIPS (ASC-25);			are in the
(f) set switch (MICETEL) (EL) in CENTRE (MICETEL) position and seconds (MICETEL) position and seconds (MICETEL)	Fitrogen pressure downstream of non-return valve must amount to E.5 - E.5 kg/cm ²		
(g) remove pressure gauge and its is substitute plug; (h) treat mon-return oxygen valve- to-attent's pipeline fotor, as well as but fitted into union for measuring			
or shocking signiness of joints;			

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Spplement to Superties		Jis.		
Guide So. 21		3 C C #1 24 50.	70	In I? sheets Scot 1?
POSER PLANT	\$ _} ≥ ≥ 2	eplacine of encir	-	sen-tours required - 48.0
Procedura	Technical req	rirements	Pault corre	
(1) set switch Offers (EZB) in CHECKING position and release nitrogen; (3) set switches and circuit realers in initial positions, detach ground power supply source;	when releasing above joints for t	g pitrogen, check ightness	If bubbles are f tighten up or recordi	ermed on somp form
(h) charge exygen bottle 19. Start ergine and check him	observe due care; olean; take seasur tact with oil Checking show	es to prevent occu-	. <u> </u>	
epiration	aite allotted for	the purpose		
Abovamories .		1	Tools	
			-90-	
_		1		

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Supplement to Juspection Suide No.22	PACE ESSERABLE	16. 71	In 11 sheets Sheet 1
POED PLAN	PROVESSIE AND METROPISS	INC OF RECING	Hen-hours required - 6
Procedure	Technical requirements	Pault correcti	
1. Internal Processing 1. Perform starting and thecking	Engine starting and checking	£ ⁸ -	- L
of engine at all ratings implicing	should be performed on site allotted		1
anguested rating	for the purpose, with sixcraft securely fastened		
2. Process internal surfaces of		والمراجع فيناه والمناز والمناز والمناز والمناز	.5
engine as follows: (a) check to see that processing	Propertive certificate will	• • •	
oil has been tested in laboratory:	be valid for not more than 7 days		
	from date of fasue		
(b) fill tank for internal proces-	Por internal processing of fuel		
sint with oil (Fig. 158);	and cil systems, employ oil MY-S,		
*	State Standard FOCT 6457-53. 012 properties should comply with require		وجعد ووجه
Alternatives of the second	ments of State Standard NCT		
	Specifications. It is strictly		
	prohibited to willise oil containing		
	traces of water, or reclaimed, or		
	used oil. Insert oil into tank through		
	silk filter. See that ro dust, dirt,	0.5	
	or foreign particles find their way into tank. Processing oil tank must		•
	be fitted with tension purp equipmed		
the second secon	with receing valve and filter 67-1		
	or 67-2 st the milet		



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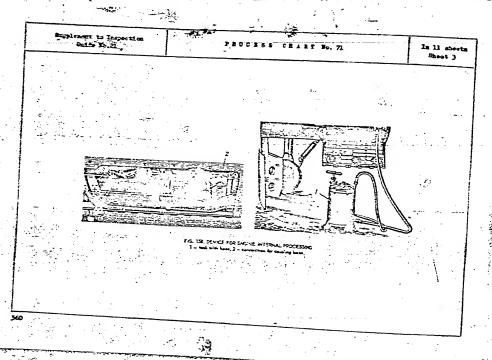
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Supplement to Inspection		- 1 3 全	
Guide So.21	Process ca	A R 7 Bo. 71	In 11 shorts Sheet 2
POWER PLANT	PROCESSIES AED DEPRO	CESSIF OF PECEE	San-hours required = 6
Procedure	Technical requirements	Pealt corr	
(e) drain oil from engine oil system via oil tenk and accessory gear box drain seeks; (d) fill oil tenk with fresh oil after sheeking respective Certificate;	if engine operation amounts to not bore than 10 hours Oil tank thould cortain 12-0.5 lit. of oil, as measured by		
(e) close fuel chut-off valve; (f) drain fuel via fuel-oil unit train cock; discharge fuel from drain tank by recoving plug;	dip stick		
(g) your at least 3 lit. of oil into starting fuel tank; (h) connect hose running from	Oil pressure at inlet to booster pump AUB-13AT sust be equal to 1-07-1-7 kg/cm ² Prior to connecting processing		
internal processing tank (Pig. 158) to recessing union located on pips supply- ing fuel to booster pusp AM-13AT (1) use hose of device ENTV-515.	pipelize, flush it with dil Home tips should be clean	Wash in clean keros	lene
to consect mions of series hip/mio to consect mions for securing after- ments feel pressure with union serving for ecesuring fuel pressure in pilot (us) manifolds:			
(1) crpply mitrogen under pressure of 2 to 4 kL/om ² (wim filter) to union or measuring oxygen pressure; blow			



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Supplement to Inspection Goldo No. 2;	PROCESSOR	+11 Sc.71	In 11 mosts Steet 4
POFIE PLET:	wormer the www.	in of india	Ban-hours required = 6
Procedure :	fecinical requirements	Fault corr	ection
curies system with mitragen during			
meceas,mg			
3. Carry out engine cranking, for			
stich purpose proceed as follows:			
(a) comment ground power supply	4		
murce to aircraft maine;		2	
(b) turn on following switches and			
circuit breakers:			
STORAGE BATTERS, ALRCHAIT, CHOUSE (Mg)	5-11ch 37-12-12 12 12 (190-10)	15 P.	
(set it im ON position);	goet be set in eff position.	1 2 2 2	
STATE IN THE CHARTS (ASC-25); APTERIORES	Switch MITTER (EED) should be	1	
(AX-15); MMPING WAINE (EC) on engines	set in OFERATING position	1	
or jth series; FROCESSING (H) (set it		- Thylogs	
iz I position);		1.27	
CRAMING (EI) (set it in CRAMING post-			
110a);			
(a) disconnect blocking system IS		1.2	
and E90 by turning scree E located on			
efterburner comirch unit E19-15E		. *	
(d) set engine control lever in	. Depressing of bottom STABLISC CM		
FULL AUXESTED position, press button	Change says same Severaton to min	1	1
STARTIES OF GROUND and heep it present	ergine rotor. Esters should spin		Į.
For 1 to 2 sec.;	smoothly, without knocking or hinding.		
	1 24 7 supply system in employed for		ł

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Signicated to Dispection	2100335 61	A R T Bo. 71	In 11 steets Sheet 5	
PORE HAR	BEXISSIN AN ENGINEERING OF THEIR		Man-hours required - 6	
Procedure	Technical requirements	Pault correc	tion	
(e) crass engine a to 5 times to ascomplish processing of internal surfaces	is switched from 24 to 48 v. After cracking engine 5 times in succession, allow starter to cool form for not less than 30 aim, before cranking engine again. This cracking engine, abift engine control lever 2 to 3 times from IRLIED rating stop to EMINING stop.			
to Set internal processing tent switch in CP position (this should be done, show degressing bottom STARVIES OF ESCORE)				
 Stop all open unions with special plags or plags made of cellophane film 	Entermal processing or opera- tions on record of surface corrosion must not be performed faring rain or showfull			



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Supplement to Immportion Ouide No.21	730C288 CE1	17 10.71	In 11 sheets Sheet 6
POPER PLANT	PROCESSIES AND DEFENCES.	::E 07 3E:182	Man-hours required = 6
Procedure	Technical requirements	Pault sorrest:	los
 Eips external surface of ragins and afterformer with eloth scaled in clean gazoline. Bry surfaces subject to processing 	Then proceeding so, take care to see that gasoline or processing compand does not get on electric wirting, realist jet of starting fuel control unit incorporated in the regulating pusp HP-210, generator ICP-CT-24063; booster oull ERA-114, or adjusting needles. If corroded spots are detected on aggine external parts, resowe corrosion	Clean corroded specify cloth treated with parts FM, wash w, and coast with processile.	th oil, polish Ith olum gasolima
 Treat external surfaces of setal components wold of paint contings with thin layer of processing compound, including internal surfaces of after- burner 	For external processing of engine non-pairted scial parts use reutral petrolatum, State Standard [IUCT 782-53] Jestolatum may be substituted by aviation olls WI-20 or MI-22, State Standard FOUT 1013-49, with addition of a to 10% correites, State Standard FOUT 265-47, processing compound should meet requirements of respective State		

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Alan Tarangan			,
Supplement to Despection Online Do. 21	PROCESS CHART SO 7		In 11 theeta Shoet ?
PORE PLIE	PROCESSING AND ESTRO	PROCESSING AND DESCRIPE TO RECEIVE	
Procedure	Technica's requirements	Pault correct	tion
	Standard FOCT Specifications so far as	. N. J.	
	Use of processing compound is	Remove zolsture fi	ros processing
	allowed only in case moisture content	compound by heating it	
	is equal to sero-	of 110-120°C, until no	froth is visib
و المنظمة المرابع المنابعة الم	It is strictly prohibited to	on heated oil surface	
	utilize reclaimed or used processing		*
	cospound.		٠.
	Use hrush or atomiser for		
	carrying out processing procedure.		
* # * * * * * * * * * * * * * * * * * *	For District processing		
	compound, petrelatum should be	_	
	preheated to 83-90°C, and aviation oil	1	
4. Arrange 30 million gell base on	and ceresine mixture - to 60-70°C		
gire. Pros this master 6 bags must		>	
arranged in diffuser, and B - in			*
waing. Penaining 16 bags should be	fined paper).		
Tranged as follows:	Silica gel should be freshly		:
(a) is the vicinity of engine	dried and its roisture content should		
resecrics - 5 bagu;	not exceed 29		
(b) on compressor from housing	-		
tage;			
(c) on conpressor rear housing -	- (
tags:	1 *		

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Supplement to Inspection Guide 80.22	SSOCESS CEYR	£ 30. 71	In 11 sheets Sheet &
FOUR PLANT	PROCESSING IND HEREOCESSI	NG 62 236236	Nan-hours required = 6
Procesure	Technical requirements	Pault correc	ties -
(d) on turtime housing - 2 hags 5. Put blacking cover 4m diffuser.			
it cases sever or mainted plyrood	A STATE OF THE STA	*	
lanking cover onto front housing			
f, Frap engire in two layers of	The second secon	وهدان المستندية	and a right.
aralfine pajer'and hind it with twine			
7. Siere to silica gel bags on tep	grange hunidity indicators on		
f paraffine paper (distributing then	engine so that they can be observed		· :
riformly on entire engine surface),	through cover file and through case	_	
rivide two humidity indicators	ports	1	
8. Pet cover of file cate engine	Carefully press cover to engine	1 .	
9. Apply tag to packed engine; fol-	to resove any sir	7-37-57-5	rate of Name of
cwing data should be indicated on tag:			
agine Bo., date of processing and		· · · · · · · · · · · · · · · · · · ·	
turage expiration date, number of milica		. 经金融股份 有一定	1948 - Jan 1960 - Jan
el bags, signatures of person in charge		【多注集》20 多	
f processing and that of inspector			
10. Enter date of processing and		I make the first the first	
storage expiration date in engire for-			
rice log .			
C. Marroscastus of Swietral Surfaces		* -	
and a second of preside	- 1		-
1. Wosh external parts of engine	· ·		
cated with processing compound with lean gasoline, using break			——————————————————————————————————————

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Supplement to Inspection State In-Cl	PROCESSING AND DELICESSING OF FAGINE		In 11 absets . Sheet 9
POTER TELEST			Kan-hours required = 6
Frocedure	Technical requirements	Pault correct	ica
2. Thiroughly wise washed areas with dry cloth 2. Princessing of Paternal Confuses 1. Their processing oil from engine accessory gear box and engine tank 2. Four fresh oil into engine tank 3. Connect ground power cupply mource to afternaft sealers 4. This on following switches and circuit breakers: (4) STORAGE BROTTEY (B); (5) STORAGE ALTICLE (ANC-25); (c) AFTERNIAGE (ANC-25); (c) AFTERNIAGE (ANC-25); (c) STORAGE STORAGE (ANC-25); (d) STORAGE STORAGE (ANC-25); (e) STORAGE STORAGE STORAGE (ANC-25); (e) STORAGE			



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Supplement to Inspection Outle galan	PRICESS CE	7 A P 7 So. 75	in 11 steets Steet 13
POTER PLANT	FERMISSING AND DESCRIPTION	erm es stoins	Van-hours
Procedure	technical requirements	Fault curred	required - 5
(f) Nawfolk. (Mc) (set it in a position) 5. Whe hass of device B197-555 to connect usings for manuring pressure of afterburner face with union for measuring fuel pressure in pilot manifold 6. Linconnect blocking systems IS and EGO by turning serve \$\frac{1}{2}\$ on afterburne control unit MEM-\$\frac{1}{2}\$. 7. Open fuel relationfy valve 8. Start win fuel booster pumps 9. Set excise control lever at. FULL AUMENTED stop, press button SYMTHEM ON GROWED and keep it pressed for 1 to 2 sec. 10. Stop main fuel breater pumps and perform engine cranking		If any defects are cracking, inscrintely di- log by turning off offers STARTING USITS. Do not crack engine	found during secutions crank- it breaker



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Stiplement to Deposite Outdo \$5.22	7900555	In 11 encets Sheet 11 Kan-hours required - 6	
porter firms	120.0019 120 120 120 120 120 120 120 120 120 120		
Procedure			tion.
III cet settobes, circuit breakers and sorrey I on Fil-122 muit in Initial positions			
÷.	*		
	*	0	
Accessories		1	
*		20026	

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			•	:
Supplement to Imspection Quide No.23	PROC 34 542 PAR 2 PO. 72			In 1 short Short 1
Portu Flant	ERÎTSE TRUI; CECKÎN OFERNICLE C	ECTIVE OF SESTENCE OF	PORTE FOR PROPER POR TIONERS	Man-hours required - 2
Trocedure .	7echnical r	eçelresent.	Pault our	rection
1. Start and subject engine to trials, with Afterburger turned on	tics should comply		(see Appendix Bo.2)	out adjustments
2. With engine running, check fuel oil, and hydraulic systems for condition		be airtight	Percondition system	s, 17 not tight
by observing them through respective .	4	والمراجع والمستحددة	وا همانه دور	والمراس والمراس
access pasels on functage				
Accessories		-	Tools	- 500
		L		365

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DECICEABLE CONSCIENT LIKES OF MICH

APPERDIE 1

Description	type of connection	Description	Type of connection
Cil System			1, 10,0
Engine breathing line	Pubberised canvas hose	petura line of hydraulio fluid from nonsle flap control hydraulio cylinders	Fipple
Pain and Starting Foel System fuel supply line to booster	Plange	Plane Ignitor Crysen Peeding States Supply line of low-pressure oxygen	Hipple
pusp, type IIS-15II Starting finel supply line to solennia-operated valve	gipple	to non-return valve	
Engine him Fleed System and Pres		tomection ZIPGCASHEZ	* *
alinge Claster Pressure Pelief S	Ripple	Connection 2PT2014522 of LOC-11	
reeds (at two points)	Plange Plange	Connection of wires to starter-	Bolt
charter manifold (at two points dir bleed for shaft blowing	Telescopic	Starter-generator cooling line	Flange
Prinalis States		En-34	Mipple
Aydraulic flaid supply like to me flap control hydraulic cylinder		Peel drain line from EB-13ET	Bipple
70	Ag a jo i	pus; drive	

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Description	Type of connection	Type of consection	Description	
el drais lige from electric contac-	Nipp le			
ter of EP-324 abit	17991E	First drain Time from glands of EP-214 and EP-224 must drives	Eigrie	
el drais line from sumbustion	Ripp?e	Cil drain line from two-speed gear	Mipple	
chanter housing		bez		1.00
el drain line from sollector of	Sipple	Just drain line from starting fuel	gipple	
Miterburner diffuser		control muit, electric contactor		
el drain line from fuel collector	Wipple	and regulator drive gland of		
of mostle (inphrage assembly	1	E-219 mit		
ffestr -			1	30.5
	he exception of the fue?	drain line from the fuel collector of the	afterburner	1.14
dote. Til and chain lines alte :	a a strole common leaders	t zize.		
diffuser are connected int	o a sirgle common leadou	et gipe.		
diffuser are connected int	o a sirgle common leador	et gips.		
diffuser are connected int	o a sirgle common leadou	rt gips.		
doff. His the craim lines with a second city design are connected int	o a sirgle common leadou	rt gipe.		
Joir. All fee Craim lines with a	o m sirgle common leafor	t pipe.		
diffuser are connected in	o a siréle comon leules	t gips.		

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l. schustnert of angine starting.

2. Edinament of Miling r.p.s.

2

. Minement of los-pressure rotor serious reposi-

hydraulic decelerator of regulating fuel bury EF-210.

6. Adjustment of commol unit.

7. Adjustment of high-present rotor mainto repla-s. Adjustment of time delays of afterburner control

9. Adjustment of absolutation.

All the adjusting devices of the excise delivered by manufacturer should be properly looked.

Situated: 1. Prior to carrying out engine adjustment, see to it that the readings of the seasoning

see to it that the readings of the measuring insurrents are precise.

2. To excure that the adjustment results are stable, change the positions of the adjustment governors by turning that is, checkled to be necessary to turn as adjusting device out turning the manufacture angle, first turn it out by the desired angle plans IRIO, and then turn it in through 1800. plus 1820, and then turn it in through 1840.

of the adjusting device has several fixed positions (indicated by clicks, etc.), reserve the basic (indicated by circus, story, states and only the margin by noving the adjusting device through the marker of clicks equivalent to an angle of 180°. The completion of the adjusting procedure look the respective adjusting devices and apply scale.

In the course animating devices and apply scale.

In the course of engine operation it is allowed to charge the position of the following adjusting elements:

(a) the adjusting screw of the marismum repun limiter incorporated in regulating fuel pump RP-21g;

(b) the EP-219 regulating fuel pump maximum repuns.

stop;

(c) the flow restrictor of the hydraulio decelerator
of registing fuel Jusy ER-214

(d) the pressure increase limiter flow restrictors of
the lat and 2nd branches of regulating fuel pusy ER-224

(e) the stop of the EP-219 regulating feel purp lever in the AFERFER (GOOLE) position:

(f) the adjustment acres of the EP-229 regulating fuel purp electricity/demilic contactor;

(d) the acres of the starting control unit of regulating fuel purp EP-219;

(t) the air jet of the starting control unit;
(i) the fire restrictor of the afterburner valve of

(a) We lies restricted of the afterburner valve m-220 regulating fuel pump;
(b) the reducing valve of the oil unit;
(c) the screen of the limit switches of boosters D-15 (By-211);

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(1) requisting needs P₂;
(a) allitude corrector needle P₂;
(b) acress M9 and 10 of the P-1 research.
The positions of other adjustment eliments has be adjusted only by the Laundschurge's representative.
All the adjustments performed should be duly registered in the engine service Log.

Ministept of Ingine Starting

The engine starting system in adjusted with the use of the grount power supply source.
The adjusting elements of the engine starting

1. The seres of the spring incorporated in the start-

ing fuel control unit which centrols the first stage of the starting procedure (up to speed n. = 18 to 218). Then the serve is turned wit the angine accelerates at the first stage of the starting procedure slowly (the temperature of gamess after the turbine decreases), and

vice versa.

2. The jet serving for bleeding air from the disphrage chamber of the starting fuel control unit, which controls the 2nd stage of the starting procedu

(the engine develops speed s₂ in excess of 16 - 215).

in increase in the jet orifice diameter causes the engine to ancelerate in the second stage of the starting procedure at a slower rate (the temperature of games after the turbine decreases), and vice versa.

In case the engine characteristics (the time period required for starting, temperature of games after the turbine) displayed in the course of the starting proceadjust the starting system in the following manner:

1. Take sure that when the engine control lever is

set in IDLING EATING (MAINS PAS) position to index lug.

4000.24

of the EP-214 regulating fuel purp lever is located betreet The Indohes limiting the idling rating some on the purp

The papers limiting the filing rating some on the purp dist.

2. Comment the pressure gauge and thenk the feel pressure in the starting manifold. The starting feel pressure should be within 2.0 ± 0.2 kg/ms² (without pressuration of the starting feel tank, and with the voltage in the aircraft storage battery amounting to 25_y0. If the actual pressure does not agree with the specified value, carry out the necessary adjustment with the sid of the screw accessodated in the reducing value of the starting feel purp. then the scree is turned in, the pressure increases, and vice versa.

3. Sount the pressure gauge (with the scale range from 0 to 100 kg/ms²) for ressuring feel pressure in the prissury feel manifold.

4. Start the engine after ascertaining that the

4. Start the engine after ascertaining that the electric control equipment and the power supply source function properly.

Fore. It is allowed to start the engine with manual control of the fuel supply.

5. Farm up the engine for 1 to 2 min. at a speed counting to 88 + 90% of the mormal rating.

6. Check the idling r.p.s.; these should be equal to the speed (see Fig.159) specified for the given

to the speed (see rights) specified for the given baroastric pressure.

Adjust the idling r.p.m. if necessary, after the fuel pressure in the prinary fuel manifold with the engine running at idling rating; the pressure should ascent to 21 I 1 kg/cs for engine fritten with the Emely years. (beginning with series E), the adjustment procedure is carried out by the representative of the famufacturer; to accomplish adjustment, the series of the distributing

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valve (M) should be turned by not more than a quarter

valve (FE) should be turned by not more than a quarter of a turn relative to the initial position.

() Surning the serve in vill came an increase in the pressure.

So Stop the engine, remove the air jet, and disconnect the selectid-operated waive which centrels the additional firel styply at starting; to measure the finel pressure in the primary two manifold sount a pressure gauge (smale range from 0 to [Onglow]).

So Without fixting in place the air jet of the starting freel control unit and with additional fixel supply disconnected, start the enginer then the engine becomes logy (fails to succleare despite the novement of the throttle control lever), manipulate the starting fael control unit serve to adjust the freel pressure in the privacy menifold. This pressure should equal

Erre. Determine the position of the starting fuel control unit adjusting scree by turning it in as far as it will go and moting the number of full revolutions.

10. Fit in the starting fuel control unit sir jet (1.5-3-3 to 2.0-3-2 us in disseter), and consect the soluted-operated valve controlling the additional fuel supply at starting (if provided). Take sure that the primary fuel manifold is fitted with a pres-sure gauge (scale range from 0 to 100 kg/cm²). 11. Start the engine 2 or 3 times.

potes: 1. The ergine should start eithout becoming logs and eithout excessive rise of gas triperature.

If the engine fails to accelerate after lamine-presence total develops a spend among the control of the boral rating, as well as in one o flags turnly

The sale described and the

appears after the turbire, the starting fuel control unit strees should be turned out. If the engine fails to accelerate after the high-pressure rotor develope a speed ascuntable the diameter of the starting fuel control unit air jet.

2. If surging is experienced at high-pressure rotor speed of about 10% of the starting fuel control unit air jet.

3. A reduction in the engine acceleration rate is allowed within the high-pressure rotor speed range of approximately At to 20% of the create and rating; in this case the total engine speed range of approximately At to 20% of the create and rating; in this case the total engine speed range of approximately At to 20% of the create present the control of the unity like ground power supply introl (Chan uning like ground power of 60 sec.

12. Check to see that there is a certain interval between the mesent when the engine fails to accelerate without temperature rise and the moment of the engine becoming logy with temperature rime (this interval should be equivalent to not less "han three turns of the starting fuel control unit adjusting scree).

To ness of failure to adjust the engine starting system properly, as well as increase the santing system properly, as well as increase the santing unit to the Eaunfacturer's representative.

then through with the adjusting procedure, discon-nect the pressure sugges, plug the gauge connections and start the engine 2 or 3 times in succession.

13. In the case with engines turnished with equip-

ment for autonoscus starting, proceed as follows; having adjusted the engine starting system with the use of the adjusted the engine starting mystes while the ground power supply source, check the starting fuel central unit screw for the number of revolutions through which it can be turned additionally from the initial

entrope of the selection of the SECRET/NO FOREIGN DISSEM

position, using fully charged aircraft storage batteries (or some other power supply source which encours angine apinning to n₂ = 9 to lls of the mortal rating); the acres should sure through not less than 3/4 of a turn to either side. The checkout procedure is as follows: (a) turn in the starting fuel control unit scree through 3/8 of a turn from the finitely position and should the engine starting:

(b) turn out the first transfer the solution of the control turn out the starting of th

(b) turn out the starting fuel control unit screw through 1-5 of a turn from the last position and repeat the engine starting sheez.

If the engine starting shows.

If the engine fails to start with the acres set in one of the above positions, as sell as in case the starting procedure takes sore ghan 100 seconds after the sores has been turned out through 1.5 of a revolution, readjust the starting system as instructed in the note to being 11 of the process. to Poist II of the present Section, after the readjust-sent check the starting fuel control unit serve again, with the use of the aircraft storage batteries.

the check completed, set the starting fuel control unit seres in the intermediate position.

Adjusting the Teling p.p.p.

Prior to checking and adjusting the idling r.p.m., see that when the engine control lawer is in the IDLING DATING position the index lug of the EP-213 regulating fuel pump lever is located between the notches which limit the idling rating some on the pump disk; there are the first sad third notches, as counted from th CUT-077 (CTM) position.

Checkent and adjustment of the idling r.p.s. she

be carried out after the engine has been warmed up during 2 minutes at a speed of at least 88% of the sormal rating. Prior to performing the adjustment, obselv the idling rating some by moving the engine control lever in either direction between the fury and third populars. So courted from the COUNTRY position) provided on the ER-Cly regulating their pusp cial. If the idling rating more upper limit r.p.s. differ from the lower limit r.p.s. by more than 1.5%, consent the ER-Cly pusp.

by more than 1.5%, consent the ER-Cly pusp.

To adjust the idling r.p.s. it is necessary to turn the adjusting head through neveral clicks, so that the idling r.p.s. become equal to the r.p.s. value infinited in the thart for the given harosettle air pressure.

Folation of the adjusting head clockwise causes the idling r.p.s. to decrease, and vice versa, due turn of the adjusting head results in the change of the idling r.p.s. by about 24.

Appendix a short 26.

Adjustment of the idling Tiple, should be sometimised with the ED-31-27 pury and AD-CI-420027 starter-generator

Adjustment of Low-Pressure Sctor Bariner P.P.V.

1. In case the maximum speed of the los-pressure rotor on the properly warned up engine differs from the specified value of 100 = 0.5% it is recessary to carry. oni appropriate adjustmenta.

1. Shows 1. The Late 1885

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2. Print to starting the engine, check the elements of the sourcel anit for proper position:

(a) figure 65 family be indicated at control parel large (b) the motth or the index lug of regulating feel page 17-219 should bear over the sixth notch or the dial.

pusp through annual variable adjusted by resetting the hydraulic decelerator serve. Turning the serve in sames a reflection in the r.p.m., and vice versa. One revolution of the scree changes the r.p.m. by about 2.2 to be.

revolution of the scree charges the r.p.s. Or score.

2.78.

Raving completed the adjusting procedure, check the saxisms r.p.s. of the orgins; to this end set the engine scotted lever at HUIKE (MELLIAL) stop from the 90% r.p.s. position. Pepeat this procedure two or three vises.

3. Check to see that regulating feel pust HT-215 does not cause the saxisms r.p.s. to exceed the specified value as a result of charges in the fuel flow into the engine; to check, and as follows:

(a) fetund for same time the plug connecture from the solvente-organized value and from the limit switch of the afterburser value incorporated in the EF-220 pusps.

(b) check the difference between the marisms r.p.m. when setting the engine control lever at the MILIEUM stop and the FULL AUGUSTED (ROUMER OFFILE) stop. The difference between the marisms r.p.m. values for the two mertings abould not exceed 0.5%.

The marinum r.y.m. values in either case should not exceed 100.5%

If the difference between the marisum r.p.s. values for the two certains is found to be in excess of 0.56, replace the feed-back flow restrictor with a new flow restrictor whose capacity is greater by 20 to 30 cm.cm/min.

First: 1. The maximum permissible capacity of the feed-back flow restrictor is 100 cm.cm/mim.

2. After replacement of the feed-back flow restrictor, check the engine contentation from the idling reting to the excitous rating and variations in the engine restings amounting to 88 - 1004 normal rating; the figure variations should be within 10.34.

the r.p.s. variations should be within 20.34.

3. If turning of the hydraulic decelerator adjusting series through 2 turns (when earlying cut the adjustment procedure discussed in Point 21 dails to bring the maximum r.p.s. (n.) to the proper value of 100 2 0.5%, regulating fuel purp EF-219 should be replaced.

Ministers of cil Pressure

D case the cil pressure value turns to be beyond
the appointed range it must be adjusted by means of the relating shark of the reducing valve incorporated in the

oil unit.

If the oil pressure is in excess of the specified value, the shark should be turned out. If the cil pressure is lover than specified, the shark should be turned in. One turn of the adjusting screw changes the pressure by 1 kg/cm².

Fote. If the cil pressure drops by more than 0.5 kL/cr below the minimum pressure rain; commit the Lammacurer's representative as to the possibility of further use of the col unit.

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Adjustment of Minit Selich Imcorporated in Profession Personal Companies

Check the hydraulic decelerator operating r.p.z. in

- following succession:

 1. Detach the electric plug nonnector of the hydrau lic decelerator of the EP-214 pusp and connect it to the engine wis comeole Ec. 356 taken from the maintenance hit for 20 sireraft.
- 2. Thire amouthly moving the engine occurrol lever in the range between 90% to maximum r.p.s., eatch the callumination of the indicator light in console 30.356; the light comes on to indicate that the limit switch of the hydraulic decelerator of the EP-216 regulating fuel pump operates as soon as the speed reaches 98 2 16 pormal rating.
- If the motual r.p.m. are not within the specified representation represents the adjusting sores of the hydraulio decelerator switch to bring the lists switch operating representations the specified range; turning the screw in will increase the r.p.z. at which the limit switch operates and vice versa. One turn of the screw changes these r.p.s. by 3.65.

When through with the adjustment procedure, disconnect console Ec. 356 and fit the EP-218 pump hydraulic decelerator connector back in place.

Adjustment of Control Dais

The control unit (Fig.147) is adjusted with the

(a) by thanging the length of control rod 7; FARTY. When adjusting the length of control rod ?, see to it that the holes of the first row (counting from the shackle) are not open;

(b) by rearranging the shackle of extrol rod 7 isslot of lever 2 of the EP-21& purper.

1. Shan adjusting the length of control pod 7 and the position of the rot shackle in the slot of lever 2, set are 11 of control paxel DFT-19 and the lever of replaints fuch pexp 2, the set of the position of the lever of the position of the length of the

When adjusting the control unit, see that the following is provided with repart to the positions of arm II of the IPP-15 control panel and lever 2 of the EP-215 regulator

- (a) when index lug & of the EP-21% regulating fuel pump is set at the CUT-CFF stop, the sero division of the EFFF-12 control panel dial should line up with the notch on the control panel tody;
- (b) when figures 57 and 68 on the EFFT-16 control panel dial are matched with the notch provided on the control used body, the notch on the IP-21g regulating fuel pump index lug should bear against the sixth notch on the
- E-216 regulating fuel pusy dial; (c) when figures 72 and 73 on the EFF-16 control : panel dial are slighed with the notch on the control panel body, the notch on the EP-219 regulating fuel pump index lug should be beyond the seventh notch on the
- EM-210 regulating fuel pump dial;
 (6) with the EMFI-10 control panel index 196 13 set
 against the Full AUMERIED stop, the notch on the EM-215 regulating fuel pusp index log should be located beyond the seventh potch on the EF-21d regulating fuel pusp dial.

Then through with the adjusting procedure, check the following:

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1. The limit switches of the DFT-10 control panel for proper operation (making was of occasive No.185, MCEAT the engine at examination). Since performing the chick see to it that:

(a) when figures 67 - 65 on the DFT-10 control panel dial are matched with the motth on the control panel dial are matched with the motth on the control panel dial with the motth on the DFT-10 control panel dial with the motth on the control panel dial become matched with the motth on the control panel dody operation of cas "as should take place.

Total: 1 The above sentioned positions of the

Motes: 1, we above sertioned positions of the IPT-10 control pure lars and EP-215 required to the registrate from the property relate to the control pure lars of the IPT-15 courter) parel are not the EP-215 regularing freel purp lever or unions of other series, refer to the appropriate Destrocitors for the given series and supplementary bulleting.

Iffre heat of Dich-Pressure Poter Barison P. P.V.

In case the marinum r.p.m. value of the high-pres In case the maximum r.y.m. value or the nign-pres-ence rotur in flight exceeds the specified value and reaches zero than 103.5%, it is necessary to readjust the maximum r.p.m. limiter so as to obtain the value of 103.3—0.5.

The adjusting procedure should be carried out as

follows:

1. belock and turn off the cap fitted over the screw of regulating fuel pump EP-226.

2. Adjust the r.p.m. to the execution value by operating the adjusting scree. Turning the scree in increases
the maximum r.p.m. of the high-pressure rotor, and wice

lots. One turn of the adjusting scree changes the saximum r.p.s. value of the high-pressure rotor by 1.7%.

This may result in decrease of the los-pressure rotor This may result in decrease of the los-pressure rotor r.p.m.; therefore, determination and adjustment of the los-pressure rotor maximus r.p.m. on the ground should be performed with the jet nozale flaps fully opened (in the PFULL AUMENTED position); act as follows:

(a) detach the plug connectors of the solecoid-operated value serving for engaging the afterburner, and of the electrical contactor incomporated is regulating fuel nown FR-225:

(b) move the engine control lever to the FULL AUDREST. (c) nore the engine control lever to the FULL ALUKE.

B stop to check the maximum r.p.m. of the low-pressure

roter; if necessary, adjust the r.p.m. to loo * 0.5s.

the above adjusting procedure over; attach the plug

connectors and make sure that the afterburner becomes

engaged properly.

idireteept of time pelans of ifterburner (ontrol Box \$49-13

provision is made in the afterburner control box operation for time delays (with regard to the position of the jet mails flaps and the rate of feel supply).

To ensure proper time delays it is necessary to set the slotted scrass of the Alf-SIA afterburner control box in the respective positions. To allow down the rate box in the respective positions. To slow down the rate of gas temperature drop after the turbine, the time delay

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with regard to the jet mossle flaps position should be incressed, whereas the tipe delay with regard to the fuel supply rate must be decreased, and yies verse.

Potes: 1. Time delays should be changed in succession.

2. In case impediment to afterburger starting occurs resulting in a double pop, and the population of the post interests with regard to the feel supply rate.

Addustment of Praise screleration

; If the engine performance fails to meet the specifications carry out the mecaniary adjustments:

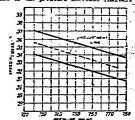
1. Comment a pressure gauge (with the scale range from 0 to 100 kg/cs²) to the respective connection

provided on the primary fuel manifold.

2. Teasure the fuel pressure in the primary manifold, 2. Ressure the feel pressure in the primary manifold with the engire running at idling rating; the fact pres-sure should amount to 71 il kg/os² (for regulating fuel pusps EP-210 of E and subsequent series). If the pres-sure turns to be beyond the specified level, adjust it by seram of seres FE incorporated in the distributing valve; the serve should be turned by not note than 1/2 of a turn from the initial position. Then the serve is being impred in the feel reserve impressed (the adjust-being impred in the feel reserve impressed (the adjust-ted of the content of the content of the adjustof a turn from the initial position, then the acree is being turned in, the Neel pressure increases (the adjustment procedure in question should be accomplished after consulting the Manufacturer's representative, with subsequent obsekeed of the fivel pressure in the primary fuel manifold during angine starting).

3. Check the time period required for the fuel pressure in the primary fuel manifold (with regard to the first branch of the pressure increase limiter) to increase from Pp.f.m. 22 kg/cm² to Tp.f.m. 25 kg/cm²; the time period should be equal to not less that 3.0 seconds.

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a. Check the tire period within which the engine accelerates from the iditing ropes to the 100 for the little period about a seek the limitations set forth is the thart of Fig.160. The stepsatch should be arrested at h a 99%.

Fibrus. If the acceleration time for the first branch is within the specified limits, whereas the full acceleration time is other than specified, adjust the acceleration time by selecting proper flow restrictors for the second branch of the pressure increase limitar or proper feed-back flow restrictors.

5. Check the time period required for the feel presents in the primary feel manifold to increase, as regards the second tranch of the presente increase limiter, from Pp.fm. = 25 kg/cs to Pp.fm. = 40 kg/cs²; this time puriod should be within 4.6 = 0.6 sec. and at least 5.5 sec. for the tegines not provided with automazus aranting system.

reason increase limiter to the second pressure increase the prisary manifold for the capacity sales of the fine restricter of the capacity sales of the fine restricter in the second branch barber 200 - 200 cm.cm/min charge-over pressure value, reinstall the old second pressure value, reinstall the old second restricter. The capacity values of the from 70 traces restricter restricters used, range from 70 traces are restricted as the constant of the capacity values of the pressure in the capacity being an expectation of the capacity sales of the pressure in the capacity and within the specified range but the capacity of the capacity of the second range in Specified range in Specified range in the second range walls a rest one to corrupt the feether file restricter with a rest one to corrupt the feether file restricter with a rest one to corrupt the feether file restricter

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3. Then adjusting the engine accrleration time with regard to the presume increase limiter, install responsity a flow remains a control of NO conceysis capacity which is capable of cutting the presume increase limiter. For ecceptation of the flow presume procedure, re-install the old flow restriction. Due should be sade of hydraulio decelerator flow the should be sade of hydraulio decelerator flow of the capacity range of 50 to 90 conce/sis.

6. Check the engine acceleration from the r.p.m. ascenting to 85% normal rating to the normal rating o loos; while checking, measure the acceleration time to 95% normal rating. This time pariod should be equal to 7 - 10 seconds. If the acceleration time fails to next the specified value, re-adjust the acceleration time by selecting the proper flow restrictor of the hydraulic decelerator.

MAINTENS. 1. The capacity values of the ford-back flow restrictors should be within 150 to 300 cm.cm/min.

2. Fig. replacing the feed-back flow restrictor with a flow restrictor of lower capacity check the engine marines r.p.m. as instructed in point 3 of Scotion *idjustment of low-Pressure Rotor maximum R.P.M.*.

7. Then through with the salinating procedure, check the engine acceleration:

(a) from idling r.p.s. to marinum r.p.s.;
(b) from n₁ = 858 normal rating to maximum r.p.s.

Note. Upon replacement of flow restrictors during acceleration adjusting operations flush replacing only in the flush replacement of the state of the flush replacement of

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E. Check the acceleration angels to the following thoi:

(a) accelerate the engine to the nations replantable and the content of the content

(a) accelerate the engine to the maximum rayle. The aid run it at this spred chirical activate:

(b) reduce the engine raple, to the icling rating and run it at this spred draing! activate;

(c) smoothly accelerate the engine to 55% numed rating and check the engine acceleration time to the maximum rating.

The acceleration time measured during the above checking procedure should differ from that measured draing the operations under Point? (D) by not some that? seconds. Intellet the acceleration time sinference be in excess if 2 seconds, commit the Emericance rate of the passibility of further use of the EM-21g regulating feel pump.

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9. Now the engine control lever below the idling r.p.m. cone with the lever reaches the border of the minimum stable r.p.m. cone (determined from the Charts presented in Pics 161 and 162) with flight load applied to booster peop Em-3a and to starter-generator [TP-CT-12000ET; then accelerate the engine from this r.p.m. value. If the engine fails to come up to speed from the reduced r.p.m. (this results in manufact operation), re-adjust the distributing value incorporated in regulating fuel pusp HP-216, as instructed above (see Point 2 of the present Section).

If the adjustment proves instructive, replace type EF-216 regulating fuel pusp.

10. Encounset—the pressure gauge which has been installed for measuring fuel pressure in the primary fuel manifold, and obtain the original positions of the pipelines and connections.

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